# The Hongkong Telegraph.

(ESTABLISHED 1881.)

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## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS:—
Sterling
£1,500,000 at 2/-=$15,000,000
Silver .....$14,500,000
.....$29,500,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Bandow, Esq. | R. Shellim, Esq.
M. G. Barrett, Esq. | R. Shewan, Esq.
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C. R. Lenzmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May 1909. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL .....£1,200,000
RESERVE FUND .....£1,575,000
RESERVE LIABILITIES OF PROPRIETORS .....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " — 3½ "
" " " 3 " — 2½ "

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909. [22

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....GOLD $3,250,000
ABOUT MEX $7,222,222
RESERVE FUND .....GOLD $3,250,000
=ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
" 6 " 4 " " " "
" 3 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [18

NEDE LANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908 10

## Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP .....Yen 24,000,000
RESERVE FUNDS.....Yen 15,500,000

*Head Office:*—YOKOHAMA.

*Branches and Agencies.*

| | |
|---|---|
| TOKIO. | CHEFOO. |
| KOBE. | TIENTSIN. |
| OSAKA. | PEKIN. |
| NAGASAKI. | NEWCHWANG. |
| LONDON. | DALNY. |
| LYONS. | PORT ARTHUR. |
| NEW YORK. | ANTUNG. |
| SAN FRANCISCO. | LIOYANG. |
| HONOLULU. | MUKDEN. |
| BOMBAY. | TIE-LING. |
| SHANGHAI. | CHANG-CHUN. |
| HANKOW. | |

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....4½% p.a.
" 6 " .....4 % "
" 3 " .....3 % "

TAKKO TAKAMICHI,
Manager.

Hongkong, 1st June, 1909. [17

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [21

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

| | | | |
|---|---|---|---|
| Berlin | Calcutta | Hamburg | Hankow |
| Kobe | Peking | Singapore | Tientsin |
| Tsinanfu | Tsingtau | Yokohama | |

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank).
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
} Berlin
M. A. von Rothschild & Soehne
Jacob S. H. Stern
} Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [23

## Intimations.

THE SAVOY.

13, QUEEN'S ROAD.

REMOVAL SALE
of
ALL DRAPERY GOODS
at
VERY LOW PRICES.

In view of early removal to new premises.

THE
NEW ESTABLISHMENT
will be
A SHOE EMPORIUM.
Regal Shoes .....$10.00 per pair
Monarch Shirts...$2.25 each

THE SAVOY.

Hongkong, 10th June, 1909. [38

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.
In Bags of 250 lbs. net $3.45 per Bag ex Factory

SHEWAN TOMES & Co.,
General Managers

Hongkong 13th August, 1908. [36

## Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|---|---|---|
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | POONA, Capt. A. F. Vine, R.N.R. | About 16th June | Freight only. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | MALTA, Capt. G. M. Montford, R.N.R. | Noon, 16th June | Freight and Passage. |
| SHANGHAI | ASSAYE, Capt. O. Jones, R.N.R. | About 24th June | Freight and Passage. |
| LONDON, &c., via usual Ports | DEVANHA, Capt. W. Hayward, R.N.R. | Noon, 26th June | *See Special Advertisement.* |

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th June 1909 [4

## Intimations.

LANE, CRAWFORD & CO.

TOBACCO & CIGARETTES.

MIXTURES:
Craven. Guards. Garrick.
Ardath. Glasgow. Richmond.

CUT TOBACCO:
Old English Curve Cut.
Capstan Navy Cut.
(Medium and Full).

EGYPTIAN CIGARETTES:
Bouton Rouge. Feluccas.

VIRGINIAN CIGARETTES:
Craven. Garrick. Blackcat
State Express. Three Castle. Magnums.

LANE, CRAWFORD & CO. [80

Champagnes, Sherries,
Marsalas, Madeiras,
Ports, Clarets,
Burgundies, Hocks and Moselles,
Brandies, Gins,
Whiskies, Vermouths,
Bitters, Liqueurs,
Ales, Beers and Stouts.

Telephone No 75

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
*15, Queen's Road Central.*

Hongkong, 3rd June, 1909. [31

## Hotels.

HOTEL PLEASANTON,

*No. 17, Water Street, Yokohama.*

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1908. [64

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909 [7

## Shipping—Steamers

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round-trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 20th June.
S.S. "SUI-AN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao 5 P.M.
Fares: Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 3 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [1

## Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
— String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909 [96

For
LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT CUISINE.

STAY AT THE

GRAND CARLTON HOTEL.

Hongkong, 25th May, 1909. [25

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

Telephone, 170. Telegrams "Astor." [24

## Mails.

# NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| SHANGHAI, TSINGTAU, NAGASAKI, KOBE and YOKOHAMA.. | "YORCK" ..... Capt. J. Rautenmann ..... | About WEDNESDAY, 16th June. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ..... | "LUTZOW" ..... Capt. C. Dewers ..... | FRIDAY, 18th June, 10 A.M. |
| MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ..... | "PRINZ WALDEMAR" ..... Capt. F. Isecke ..... | FRIDAY, 18th June, 10 A.M. |
| YOKOHAMA and KOBE ..... | "PRINZ SIGISMUND" ..... Capt. D. Lenz ..... | SATURDAY, 26th June. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th June, 1909. [5

# MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
" TO and FROM JAPAN via SHANGHAI.

| FOR | STEAMERS | CAPTAINS | TO SAIL ON |
|---|---|---|---|
| SHANGHAI, KOBE, YOKOHAMA... | ARMAND BEHIC ... | Lafont..... | 21st June, P.M. |
| MARSEILLES, VIA PORTS ..... | SYDNEY ..... | Rebufat ..... | 22nd June, at 1 P.M. |
| SHANGHAI, KOBE, YOKOHAMA ... | CALEDONIEN ..... | Bruno ..... | 5th July, P.M. |
| MARSEILLES, VIA PORTS ..... | TOURANE ..... | Lancelin ..... | 6th July, at 1 P.M. |

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 14th June, 1909. [9

# MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

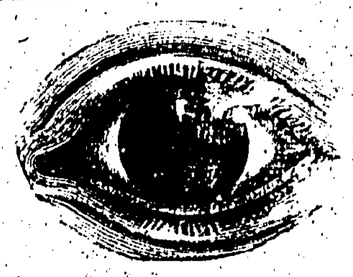
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908. [14



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 1, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 566 Nanking Road.

Hongkong, 4th March 1908. [1

## Intimations.

# THE YOKOHAMA DOCK CO., LTD.

**No. 1 DOCK.**
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

**No. 2 DOCK.**
Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed'. Liebers, Scott's, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

## To Let.

TO LET.

GODOWN, No. 9, DUDDELL STREET.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909. [462

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ld.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909. [463

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—
DAVID SASSOON & Co., LD.

Hongkong, 13th May, 1909. [312

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [248

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—
S. J. DAVID & Co.,
Prince's Buildings.

Hongkong, 25th March, 1909. [292

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th May, 1909 [408

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD
A HOUSE in RIPON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLU BUILDINGS, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD

Hongkong, 1st June, 1909 [5

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.

Hongkong, 24th February, 1909. [188

## To Let

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909. [52

## For Sale.

FOR SALE.

"ADLER"
TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

*33-35, Des Vœux Road, Central, Hongkong.*

[4

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Preços modicos.

Dirija-se a

GRAÇA & CO.,
27, Des Vœux Road.

Hongkong, 8 junho de 1909. [519

### HONGKONG COLLEGE OF MEDICINE.

PROGRAMME OF NEXT SESSION.

The next session of the College of which His Excellency the Governor of the Colony is the patron and the Hon. Mr. Francis H. May, C.M.G., rector, commences on Wednesday, 1st September, 1909. The preliminary examination will begin on Tuesday, 17th August.

The subjects prescribed for the preliminary examination are as follows:—

I. English, including reading, dictation, composition, grammar, analysis; with questions on the general outlines of English History, and on the general outlines of the geography of Europe and Asia, with special reference to the geography of China.

II. Latin, or classical Chinese, or other classical language. (Grammar, and easy translation from and into English.)

III. Mathematics, comprising:—(1) arithmetic, including vulgar and decimal fractions, proportion, percentage, square root, and simple interest; (2) algebra, including simple equations and easy quadratic equations; and (3) geometry, including the subject matter of Euclid, Books I., II. and III., with easy deductions.

IV. One optional subject: Greek, French, German, a modern Chinese dialect, or other modern language. (Grammar, and easy translation from and into English.)

The Oxford Local Examination certificates, Senior and Junior, are accepted as exempting from the preliminary examination *pro tanto*, i.e., exempt from examination on subjects passed in the Oxford Local Examinations.

The fee of the College is $120 per annum.

Any class in the College may be attended by a non-matriculated student, *i.e.*, by one who does not wish to pass a preliminary examination, on payment of a class fee of twenty dollars, on account of each such class, for each session of four months' duration; but no class so attended will be allowed to count as a part of the regular medical curriculum of the College.

This is arranged to provide for those intending to qualify as pharmaceutical chemists, or desirous of studying the scientific subjects only, such as physics, chemistry, practical chemistry, and biology.

Candidates for the preliminary examination should enter their names before 2nd August.

The calendar of the College and all information regarding it may be obtained on application to the secretary, Dr. J. C. Thomson, at the Tung Wa Hospital, or at the Alice Memorial Hospital.

### H.E. WU TING-FANG AS A SCHOOL VISITOR.

Chicago, May 9.

Wu Ting-fang, Chinese Minister to the United States, has accepted the presidency of the Chinese school of Chicago, according to an announcement made to-day. The school is one of a series started under the auspices of the Imperial Chinese Government. Courses in Chinese literature, domestic science, Chinese and international law, and in the customs and habits of Chinese in their own country will be given. There are thirty-two students ranging in age from 6 to 30 years already enrolled.

TALKS TO COLLEGE GIRLS.

Chicago, May 8.

Wu Ting-fang, the Chinese Minister to this republic, was palpably embarrassed this afternoon and lacked his usual ready flow of language. He explained it by saying that he was not accustomed to addressing an audience made up especially of women, particularly college women. The couple of hundred Wellesley alumnæ who had gathered for their annual banquet on the ninth floor banquet hall of the Auditorium did not seem to notice it, though, and they applauded him heartily.

None of the other speakers aroused so much enthusiasm as Minister Wu. He began by apologizing for his embarrassment, following it up by a confession of a change of mental attitude toward women since his residence in the United States, and concluded by saying that all women should be educated—if possible they should receive college education. He told of the condition of women in China and intimated that while it is desirable for Chinese to learn all good lessons possible from Western nations he would not have them imbibe any of our vices.

### BIG GAME OF THE SEA.

SIX HUNDRED WHALES KILLED WITH EXPLOSIVE HARPOONS.

Three Norwegian whalers, the *Edda*, the *Samson*, and the *Hercules*, have left Plymouth for Sandefjord, on their return from South Georgia, where they have been on an expedition, in the course of which over six hundred whales were captured.

The season, which lasted four months, is a record, 14,000 barrels of oil, worth 800,000 kroners, having been secured.

Capt. Sorlee, one of the skippers, described the method of whale hunting pursued by steam whalers. In the bows of the craft is a small cannon, from which is fired a harpoon. In the head of the harpoon is an explosive. When the weapon is fired at a distance of about 30 fathoms from the whale the aim is for the creature's lungs. The harpoon is embedded in the flesh, and an explosion follows. Sometimes it happens that the charge does not explode, and then the ship may be towed for miles by the wounded monster.

Capt. Sorlee and Capt. Hansen both had narrow escapes from death. Accidents happened to a platform on which the guns were mounted, the fork breaking and releasing the weapons. Capt. Sorlee saved himself by hurling himself to the deck, but Capt. Hansen was caught by a gun which crushed a leg and an arm.

| | June 14 at 10 a.m. | June 14 at 4 p.m. |
|---|---|---|
| Barometer ..... | 29.90 | 29.80 |
| Temperature ..... | 85 | 87 |
| Humidity ..... | 71 | 63 |
| Rainfall..... | 0.02 | — |

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Macedonia*.
From Australia, *ex* S.S. *India*.
From Calcutta, *ex* S.S. *Nile*.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th June, 1909 [4

FROM EUROPE.

THE H. A. L. Steamship

"BRASILIA,"

Captain Jäger, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE
Hongkong Office.

Hongkong, 10th June, 1909. [474

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM LEITH, ANTWERP, MIDDLESBRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th June, 1909. [470

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"MATOPPO,"

Captain Dormand, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 21st inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

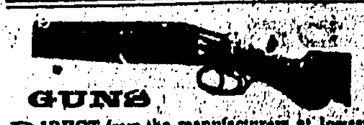
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance has been effected.

In consequence of the steamer having grounded in the Suez Canal consignees must sign a General Average Bond before Bills of Lading can be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th June, 1909. [481



GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30/- each. Illustrated catalogue of *latest model* Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minories, London, E.C. England. [444

## BRITISH TYPES IN CHINA.

It has always been my idea when in China to get away from the great sea-port towns like Hongkong and Shanghai and note how the Briton conducts himself in what is termed "real China," where steam and electricity have not as yet made life civilised. But "civilisation" is to be found right in the heart of China. For instance I bought Crosse and Blackwell's pickles and Capstan Navy Cut at Chungking 1,500 miles up the great Yangtze from Shanghai. At Chungking you will also find the British Consul training his polo ponies to beat the German Naval officers, the forces meeting on a sand-spit of the Yangtze to fight it out. True there are no motor-cars after Hankow and only one at the latter city, but Hankow has rikishas and telephones and iced stenghas. Having lived for thirty days in a sampan of large size on the Yangtze and traversed 1,000 miles of the great river I had plenty of time to study mankind. To meet anyone who spoke English, gave you a tiffin, or a good cigar was a treat beyond words. The fare was curry and rice for breakfast, tiffin and dinner and mightily tough chickens they were still it was a case of eat or starve and I chose the latter. The most palatial steamers run between Shanghai and Ichang a distance of 1,000 miles; then you say good-bye to all luxury. "From a palace to a prison" is not much of an exaggeration. The sampan was leaky, draughty and overrun with rats! There were eight of a crew who slept, ate and smoked on a space about 10 feet square. Their food was fried cabbage and rice and on this diet they walked like mountain-goats 20 miles a day overhauling the craft through the famous Yangtze rapids. Wonderful men! Never a complaint, and their remuneration from Ichang to Chungking, a distance of 450 miles, which took 20 days, was $3 (Mex.) each. Where in any other part of the world could you find labour so cheap?

I shall never forget, after having passed a week in the boat with the rain coming through the roof occasionally, not having taken my clothes off at night on account of the perishing cold, and the eternal smell of fried cabbage in my nostrils, the five o'clock tea I had with the Rev. Mr. Platt and his wife who are doing missionary work at Kweifu. The China Inland Mission makes a rule that their preachers and teachers must live right in the heart of the Chinese quarter, so it can be imagined how repellant this is to people of refined tastes. The Platts and Miss Clarke were seated at five o'clock tea dressed in Chinese costume with two fine little sons who handed the cake round. That tea and cake was magnificent. Mr. Platt was once in a merchant's office in Melbourne and gave up an income of £300 a year to go to China where he lives on half that amount. Mrs. Platt smiled broadly when I said, "I suppose you won't stay at this life long cut off from all that makes life worth living, you cannot really like Kwei-fu."

"Oh-why-do-you-say-that?—Perhaps-in-ten-years' time we may take a holiday. Our work is so engrossing that we don't think of our exile."

Miss Clarke is quite a bright-faced pretty English girl and walks through the lanes and by-ways of Kweifu in her Chinese costume making converts. I met her in one of these rambles and put out my hand to take hers.

"Please don't. I mustn't shake hands, the Chinese would be horrified;" so I shook hands with myself.

"Poor girl," I thought, literally buried alive at Kweifu in the cause of Christianity.

The Belgian and French orders never leave China. When once they come out they remain and only permanent incapacity is sufficient excuse to allow them to return to Europe. The photograph I have of one of the missionaries at Ichang who lies in his coffin with both arms cut off, both feet, and his skull bashed in, tells its own story of what a missionary may incur. This poor padre was done to death by an infuriated father whose son, it was said, had been whipped by the priest. Once a Chinaman's blood is up he is a fiend incarnate.

At every turn almost on the Yangtze you meet missionaries of various orders. Though the life is hard and monotonous they are not in any way deprived of luxury. The China Inland Mission is exceptionally good in this respect, not forgetting, of course, that the C. I. M. is a very rich concern.

The type of Consul one meets in the interior of China doesn't complain of over-work. He, as a rule, is surrounded with home comforts. Good wine, cigars, lawn tennis and fox terriers give that touch to an Englishman's home that we all admire. He yawns and of course wishes himself back in Piccadilly. At luncheon at the British Consulate with Mr. Little, at Ichang, I could have imagined myself in London so far as comfort is concerned and in many respects a great deal more luxury. At the Ichang Club, in a room for reading and one for billiards the whole British colony assembles. The shipping boss and clerk are having stenghas, the customs officials are having too up, the doctor, the consul and all the rest are doing in this remote city of China just as they would in any civilised city. Yet look out of the door! There is a Chinese criminal not far off with his chin at an angle of 45 degrees protruding from the top of a cage and he can't lower it. There is another in the stocks. There is a naked beggar lying in the midst of frightful filth and squalor. Yes, you are in China and the picture without is in strange contrast to the comfortable British Club within. Truly the Englishman is the embodiment of apathy. It is said that two Englishmen meeting each other on the ruins of Messina the morning after the 'quake nodded nonchalantly and one said 'I wonder, old chap, if we can get a drink anywhere.' At Chungking executions take place frequently just behind the Imperial Post Office, the populace gathering as at a matinee. China is still China, but I bar looking at executions.

H. M. M. in *Singapore Free Press.*



THE HONGKONG BAKERY,
DORABJEE AND SON.

NOTICE is hereby given that the Partnership which has for some time past been carried on by DHUNJEEBHOY DORABJEE NOWROJEE and ISMAIL PILLAY MADAR as BAKERS in and upon the premises known as THE HONGKONG BAKERY under the style of DORABJEE and SON, was this day dissolved by mutual consent.

The said DHUNJEEBHOY DORABJEE NOWROJEE will continue to carry on the said business as heretofore under the above sign and name and will be Responsible for all the Debts and Liabilities of the Partnership and he is authorised to collect all outstanding accounts due to the Partnership.

AS WITNESS our hands this Twelfth day of June one thousand nine hundred and nine.

Sd. D. D. NOWROJEE.
Sd. I. P. MADAR.

WITNESS to the signatures of DHUNJEEBHOY DORABJEE NOWROJEE and ISMAIL PILLAY MADAR.

Sd. H. J. GEDGE,
Solicitor,
Victoria, Hongkong.

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KING EDWARD HOTEL,
DORABJEE AND COMPANY.

NOTICE is hereby given that the Partnership which has for some time past been carried on by DHUNJEEBHOY DORABJEE NOWROJEE and ISMAIL PILLAY MADAR as HOTEL PROPRIETORS in and upon portions of Royal Buildings and Princes Buildings, Victoria, Hongkong, under the sign of THE KING EDWARD HOTEL and under the partnership name of DORABJEE AND COMPANY was this day dissolved by mutual consent.

The said DHUNJEEBHOY DORABJEE NOWROJEE will continue to carry on the said business as heretofore under the above sign and name and will be Responsible for all the Debts and Liabilities of the Partnership and he is authorised to collect all outstanding accounts due to the Partnership.

AS WITNESS our hands this Twelfth day of June one thousand nine hundred and nine.

Sd. D. D. NOWROJEE.
Sd. I. P. MADAR.

WITNESS to the signature of DHUNJEEBHOY DORABJEE NOWROJEE and ISMAIL PILLAY MADAR.

Sd. H. J. GEDGE,
Solicitor,
Victoria, Hongkong.

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## HONGKONG AVERAGE MARKET PRICES.

*Corrected 11th June, 100 cts. per $ Mex.*

BUTCHER MEAT.

| | | Cents. |
|---|---|---|
| Beef sirloin & prime cut—Mei Lung Pa | ℔ | 20 |
| " Corned—Ham Ngau Yuk | " | 20 |
| " Roast—Shiu " " | " | 20 |
| " Breast—Ngau Lam | " | 18 |
| " Soup, Tong Lu | " | 15 |
| " Steak—Ngau Yuk Pa | " | 20 |
| " " Sirloin—Ngau Lau | " | 30 |
| " Sausages,—Ngau Yuk Chaung | " | 26 |
| Bullock's Brains— " Know | per set | 10 |
| " Tongue fresh—Ngau Li | each | 50 |
| " corned—Ham Ngau Li | " | 60 |
| " Head—Ngau Tau | " | 80 |
| " Heart—Ngau Sum | per ℔ | 12 |
| " Hump, Salt—Ngau Kin | " | 18 |
| " Feet—Ngau Keok | each | 8 |
| " Kidneys—Ngau Yiu | " | 10 |
| Tail—Ngau Mei | " | 18 |
| " Liver—Ngau Con | ℔ | 12 |
| " Tripe (undressed)—Ngau To | " | 6 |
| Calves' Head and Feet—Ngau-chai-tau-keok | set | $1.00 |
| Mutton Chop—Yeung Pai Kwat | ℔ | 22 |
| " Leg—Yeung Pei | " | 22 |
| " Shoulder—Yeung Shau | " | 20 |
| Pigs' Chitlings—Chi cheong | " | 22 |
| " Brains—Chi Know | per set | 2 |
| " Feet—Chi Keok | " | 12 |
| " Fry—Chi Chak | " | 25 |
| " Head—Chi Tau | " | 18 |
| " Heart—Chi Sum | each | 9 |
| " Kidneys—Chi Yiu | pair | 8 |
| " Liver—Chi Kon | ℔ | 30 |
| Pork, Chop—Chi Pai Kwat | " | 21 |
| " Corned—Ham Chu Yuk | " | — |
| " Leg—Chu Pei | " | 24 |
| " Fat or Lard—Chu Yau | " | 18 |
| Sheep's Head and Feet—Yeung Tau Keok | set | 50 |
| " Heart—Yeung Sum | each | — |
| " Kidneys—Yeung Yiu | " | 9 |
| " Liver—Yeung Con | ℔ | 24 |
| Sucking Pigs, To Order—Chu Chai | " | 22 |
| Suet Beef—Sang Ngau Yau | " | 20 |
| " Mutton—Sang Yeung Yau | " | 22 |
| Veal—Ngau Chai Yuk | " | 20 |
| " Sausages—Ngau Chai Yuk Tong | " | 20 |

POULTRY.

| | | |
|---|---|---|
| Chicken—Kai Chai | ℔ | 30 |
| Capons, Large, Small—Sin Kai | " | 30 |
| Ducks—Ap | " | 20 |
| Doves—Pan Kau | each | — |
| Eggs, Hen—Kai Tan | per doz | 20 |
| Fowls, Canton—Kai | ℔ | 33 |
| " Hainan—Hoi Nam Kai | " | 25 |
| Geese—Ngo | " | 17 |
| Geese, Wild Shanghai—Sheung Hoi Ngo | pair | — |
| Musk Deer—Wong Keng | each | |
| Hare—Tu Chai | " | — |
| Partridge—Che Khoo | " | — |
| Pheasant—Shan Kai | pair | — |
| Pigeons, Canton—Pak Kup | each | 25 |
| " Hoihow—Hoihow Pak Kup | " | 23 |
| Quail—Um-Chun | " | 26 |
| Rice Birds—Wo Fa Chouk | dozen | — |
| Snipe—Sa Chui | each | — |
| Turkeys, Cock—Fo Kai Kung | per ℔ | 70 |
| " Hen— " " Na | " | 55 |
| Wild Ducks, Shanghai, Sui-ap | pair | |
| Teal, Shanghai, Sui Ap Chai | " | — |
| Wild Ducks Canton—Sang Shing Sui Ap | per pair | — |

FISH.

| | | |
|---|---|---|
| Barbel—Ka Yu | ℔ | 10 |
| Bream—Bin Yu | " | 15 |
| Canton Fresh Water Fish—Hoi Sin Yu | " | 16 |
| Carp—Li Yu | " | 22 |
| Catfish—Chik Yu | " | 12 |
| Codfish—Mun Yu | " | 16 |
| Crabs—Hai | " | 20 |
| Cuttle Fish—Muk Yu | " | 15 |
| Dab—Sa Mang Yu | " | 15 |
| Dace—Wong Mei Lun | " | 13 |
| Dog Fish—Tit Tu Sa | " | 9 |
| Eels, Congor—Hai Man Yu | " | 16 |
| " Fresh water—Tam Sui Yu | " | 15 |
| " Yellow—Wong Sin | " | 24 |
| Frogs—Tien Kai | " | 32 |
| Garoupa—Sek Pan | " | 48 |
| Gudgeon—Pak Kup Yu | " | 12 |
| Herrings—Tso Pak | " | 18 |
| Halibut—Cheung Kwan Yu | " | 28 |
| Labrus—Wong Fa Yu | " | 16 |
| Loach—Wu Yu | " | 28 |
| Lobsters—Lung Ha | " | 35 |
| Mackerel—Chi Yu | " | 24 |
| Monk Fish—Mon Yu | " | 28 |
| Mullet—Chai Yu | " | 22 |
| Oysters—Sang Hoo | " | 20 |
| Parrotfish—Kai Kung Yu | " | 16 |
| Perch—Tau Loo | " | 15 |
| Pike—Fa Paw Poong | " | 9 |
| Plaice—Pan Yu | " | 18 |
| Pomfret, Black—Hak Chong | " | 24 |
| Pomfret, White—Pak Chong | " | 28 |
| Prawns—Ming Ha | " | 52 |
| Ray—Pai Pa Sa | " | 9 |
| Rock Fish—Sek Kau Kung | " | 16 |
| Roach—Chau Yu | " | 12 |
| Salmon, (Chee) fresh water—Sin Yu | " | 18 |

| | | Cents. |
|---|---|---|
| Shark—Sa Yu | ℔ | 9 |
| Skate—Po Yu | " | 11 |
| Shrimps—Ha | " | 28 |
| Snapper—Lap Yu | " | 22 |
| Soles—Tat Sa Yu | " | 20 |
| Tench—Wan Yu | " | 18 |
| Turbot—Cho How Yu | " | 24 |
| Turtles, small, fresh water—Kook Yu | " | 56 |
| White Bait—Ngan Yu Chai | " | — |

FRUITS.

| | | |
|---|---|---|
| Almond—Hung Yan | ℔ | 30 |
| Apples, (California)—Kam San Ping Ko | " | 80 |
| " (Chefoo)—Tin Chun Ping Ko | " | — |
| " Small—Hoi Tong | " | — |
| " Custard—Fan Lai Chi | each | — |
| Bananas, fragrant, Canton—Sang Sheng Heung Chip | ℔ | 4 |
| " (brides), Macao—San Heung Chip | " | 6 |
| Chestnuts, Chinese—Foong Lut | " | 15 |
| Carambola—Yeung Tou | " | — |
| Cocoanuts—Yeh Tsz | each | 10 |
| Grapes—Sin Tai Tsz | ℔ | — |
| Lemons, China—Ning Moong | " | 10 |
| " Amer.—Kum San Ning Moong | " | 6 |
| Lichees, Small Stone—Lai Chi Con | " | 40 |
| " Fresh, Lai Chi | " | 15 |
| Limes, (Saigon)—Sai Kung Ning Moong | each | 10 |
| Mango, Manila—Lui Sung Mong | " | 10 |
| Mango, Saigon—Sai Kung Moong | " | — |
| Mangosteens, San Chuk Tsz per 100 | " | $2.00 |
| Oranges, Tim Chang | ℔ | 30 |
| " Small—Tai Kut | catty | — |
| " Mandarin—Tim Kut | " | — |
| Olives—Pak Lam | ℔ | 8 |
| Passion Fruit | each | — |
| Pears, (American)—Kam San Shut Li | ℔ | 15 |
| " (Canton), Cooking—Sa Li | " | 3 |
| " (Shanghai)—Sheung Hoi Li | " | 12 |
| Peanuts,—Fa Sang | | 10 |
| Persimmons, Large,—Hung Chie | | — |
| Pine-apples, 1st quality—Sheung Poon Ti Paw-law | each | 11 |
| " 2nd cooking—Chungtang Paw-law | " | — |
| Plaitains—Tai Chiu | ℔ | 3 |
| Plums, Swatow—Hung Lai | | 8 |
| Pumelo, Siam—Chim Lo Yan | each | 25 |
| Walnuts, Hop Tou | | 12 |
| " Green—Sang Hop Tou | | — |
| Shanghai Lo Kwat | ℔ | 8 |

VEGETABLES, &c.

| | | |
|---|---|---|
| Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk | ℔ | 8 |
| Beans, (French) Macao—Oh Moon Pin Tau | | 10 |
| Beans, (French), Shanghai—Sheung Hoi Pin Tau | | — |
| Beans, Sprout—Ah Choi | | 2 |
| Beans, Long—Tau Kok | | 4 |
| Beet Root—Hung Choi Tau | each | 2 |
| Brinjals, Green—Cheng Yuen Ker | | 4 |
| Brinjals, Red—Hung Ker | | 4 |
| Brassica—Pak Choi | | 5 |
| Bamboo Shoots—Chook Shun | | 10 |
| Cabbage, Chinese, com.—Kai Choy | | 3 |
| Cabbage, Red—Kai Lan Tau | each | 15 |
| Cabbage, (Shanghai)—Yeh Choi | " | 12 |
| Cane Shoots, bunch—Kau Shun | " | 5 |
| Cauliflower, Large size—Tai Yeh Choi Fa | each | — |
| Cauliflower, Medium size—Cheung Yeh Choi-fa | each | — |
| Cauliflower, Small size—Sai Yeh Choi-fa | | — |
| Carrots—Kam Shun | | 6 |
| Celery, Chinese—Tong Kan Choy | | 4 |
| Celery, English—Yeung Kan Choi | | 5 |
| Celery, White—Pak Yeung Kan Choi | | — |
| Chillies, Dried—Con Lat Chiu | | 10 |
| " Red—Hung Fa " | | 8 |
| " Green—Cheng Lat Chiu | | 8 |
| Curry Stuff, English—Ka Lee Choi Liu | | 8 |
| Cucumbers—Cheng Kwa | | 2 |
| Bitter Squash—Fu Kwa | | 4 |
| Garlic—Suen Tau | | 5 |
| Ginger, young—Sun Tsz Keung | | 5 |
| " old—Lo Keung | | 6 |
| Horse Radish, Shanghai—Lik Kan | ℔ | 15 |
| Indian Corn—Suk Mai | piece | 4 |
| Lettuce—Yeung Sang Choi | each | 1 |
| Water Chesnuts—Ma Tai | " | 8 |
| " Mandarin—Kwei Lum Ma Tai | " | 8 |
| Musk Melon | | 25 |
| Mushrooms, Fresh—Sang Cho Kho | | 45 |
| Onions, Bombay—Yeung Chung Tau | | 8 |
| " Green—Sang Chung | | 4 |
| " S'hai—Sheung Hoi Chung Tau | | 5 |
| " Japan—Yat Poon " " | | — |
| Okroes—Mo Ker | | 8 |
| Parsley, English—Yeung Un Sai | ℔ | 20 |
| Green Peas—Cheng Tau | | — |
| Potatoes, Sweet—Fan Shu | | 3 |
| " Shanghai—Sheung Hoi Shu Tsai | | 3 |
| " Japan—Yat Poon Shu Tsai | | — |
| " American—Fa Ki " " | | — |
| " Foochow—Fuk Chiu Shu Tsai | | 3 |
| " Macao—Oh Moon " " | | — |
| Pumpkin—Tsong Kwa | | 8 |
| Radish—Hung Lo Pak Tsai | ℔ | 6 |
| Rhubarb | | — |
| Shalots—Gon Chung Tau | | 8 |
| Spinage (Chinese)—Paw Choi | | 8 |
| Spinach—Yin Choi | | 4 |
| Tomatoes—Fan Ker | | 9 |
| Taros—Wu Tau | | 4 |
| Turnips, Pan-ti (Long)—Low Pak | | 2 |
| " English—Yeung Low Pak | piece | — |
| Vegetable Marrow—Chit Kwa | | 8 |
| Water Cresses—Sai Yeung Choi | | 6 |
| " Caltrops—Lan Kok | ℔ | — |
| " Lily Roots—Lin Ngau | " | 7 |
| Yams—Tai Shu | | 3 |
| Sage | per bundle | 8 |

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel shopkeepers to sell at the prices quoted.

W. BOWEN ROWLANDS,
Secretary, Sanitary Board.

# The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 15, 1909


## PASSAGE RATES TO EUROPE.

In another column we give an account, in brief form, of a new scheme which is intended to benefit the traveller of moderate means who is unable to afford the expense of a first-class passage to England by the regular mail liners and yet is not inclined to forego the companionship of his social equals by secluding himself in the steerage. Personally we do not consider it matters much one way or another whether a man travels first-class or in the stoke-hold so long as he reaches his destination, although, of course, the pleasures of luxury, prompt attendance, and the free run of a well-appointed mail-boat are undeniable. But after all the object of the average traveller is to get there, and it is really no disgrace to economise although that does not mean to say that many people do look upon it in that light. No doubt it is pleasant to travel comfortably and in agreeable company by the mail lines to Europe, by the C. P. R. or Pacific Mail boats to America or by the Siberian railway; but when all is said and done a passenger on these ten-thousand ton steamers is pretty much of a nonentity and merely a medium for the transference of hard cash to the stewards in the shape of tips. In the case of the new service to which we have alluded, the idea is to provide passages for first-class travellers only, at a rate which compares more than favourably with the charges made for second-class passengers on the principal overseas liners. The *Seguira*, a steamship of some 5,000 tons, is the tangible token that the service has been inaugurated, but at present the scheme is in the nature of an experiment, a feeler to discover whether there is really a popular demand for such a service. If the idea proves successful then the line will become an established fact and it is said that special vessels will be built to meet the requirements of the travelling public. The fact that these steamers will carry only one class of passengers, who will share and share alike, enjoy equal advantages and be, presumably, of the same station in life should be welcome by those who detest the condescension and patronage which occasionally fall upon those who travel at the inferior rates on the main lines. It cannot be said that £35 for a first-class passage by a vessel belonging to the Royal Mail Steam Packet Company of London is too much for a journey to the old country and so far as we can make out the reduced rate is only rendered possible by a mutual arrangement entered into between that company and the Shire line. Indeed, if the accommodation for passengers is limited to fifty it seems to us that the united fares will just about meet the Suez Canal charges, and leave a trifle over for the cost of the stewards. One is inclined to wonder whether in this new scheme we do not see an attempt to solve the problem of the shipping conference—that bugbear of Singapore journalism. If so then doubtless our *confrères* in the Southern Settlement will rejoice with exceeding gladness and great joy, for in a recent issue the *Singapore Free Press* waxed so eloquent on the subject of shipping rings that it advocated pugilistic measures. "The whole trade of the Colony is taxed that a few firms, including foreigners, may receive a bribe not to compete with the Ring. This is plain language, but as the trade of the Colony has to fight for its very existence over this matter of preferential rebates, 'off with the gloves.'" That is the sort of way in which our contemporary refers to the question, and it will be interesting to see how it takes this new departure from the beaten track. For ourselves, what we should like to see is a fight to the finish for passengers from Hongkong to London. In such a case it is just possible that the competing lines might actually go the length of subsidising the willing traveller to journey by their particular boats and we should then see such an exodus of Britishers bound for Europe as would cast the annual American invasion into dark and gloomy shade. Then it might be possible for some who have long dreamt of a trip to the homeland to realise their ambition. But, of course, that is all an idle fantasy and we must be content with small mercies and be thankful for what the gods provide. At the same time, if this project of providing first-class accommodation for those who prefer it on intermediate boats at moderate rates proves the success which we feel convinced will attend the venture, there is no reason to believe that other shipping companies will not enter into the game of beggar-my-neighbour. If we are to accept the dictum of Sir Thomas Sutherland—which we do—that the cost of a passage from London to China works out at the "parliamentary" train rate of a penny a mile for first-class passengers, what is the mileage cost of an exclusive class rate by the Shire line? As a matter of fact to paraphrase an old maxim, it is not the pennies that count but the sum total which runs into pounds sterling. The people to benefit by the low passage rate introduced by the joint owners of the *Seguira* are not those resident in the Far East—at least this year; for it is safe to say that intending travellers to Europe doing the present season have long since made certain of their berths by the regular mail steamers, the English, German, French and Japanese lines. And in the case of those who are on holiday bent they are certain to have booked return passages. So that it is not until next year that the real effect of the scheme in question will be appreciated. For that reason it is to be hoped that should the expectations of the promoters not be realised at the outset by a plethora of applications for cabins, they will not give way to the apparent implication that the demand they believed to exist was really non-existent. The trial must be over an extended period if it is to be a trial worthy of the name, and experience will show, unless we are vastly mistaken, that the enterprise of the Shire line will be adequately rewarded. At all events, we can only welcome any arrangement which has for its object the cheapening of passenger rates from the Orient to Europe and trust that this venture is the precursor of cheaper cable rates between the mother country and the colonies.

## DOWN ON THE MAGPIE.

When a notice is issued by the Colonial Secretary's Department by the authority of His Excellency the Governor requesting all holders of game licences to destroy magpies whenever opportunity offers, "with a view to preserving song birds in this Colony," the most enthusiastic supporter of the high Government officials must sadly admit that there must be exceedingly little business of a public character to transact. Such a notice appearing in the *Government Gazette*, where nobody would have seen it and where it would have remained in sweet oblivion had it not been rescued by the press, certainly throws a lurid light on the activities of the Government. We had been under the impression that the Department was so busily engaged in grappling with the railway problem, so deeply immersed in the intricacies of the opium question, so profoundly absorbed in subsidiary coinage calculations, and so keenly intent in an endeavour to make both ends meet and save the Colony from financial disaster that it had no time left for the consideration of such pettifogging, trivial and ridiculous matters as the habits of the irrepressible magpie. But it appears that in its grandmotherly anxiety to preserve the amenities of the Colony, the Government is determined to suppress, banish extirpate and generally to annihilate the detestable ruffian who defies the law by encroaching on the eggs of the Colony's song birds. Never since the days of that historic gentleman the jackdaw of Rheims has there been such a born rapscallion as the magpie of Hongkong. The archbishop was content merely to curse with bell, book and candle that arch-thief who went off with the episcopal ring, but by order of the Government a general licence to commit culpable homicide has been given against the miserable magpie. His days are numbered in the land; no more will he be allowed to cock his impudent tail and wink his shameless eye, or exhibit his brazen insolence in the face of a long enduring public. The fiat has gone forth that he has to go, and his departure will be hastened with a dum-dum bullet if he leaves the warning unheaded. To think that in the midst of the stupendous labours of the Government officials the common or garden magpie should so thrust forward his I wiess beak that state affairs are absolutely dislocated is to think the unthinkable. Long have we wondered what was the cause of that wild and worried look on the countenances of official members of the Legislative Council. Now and again we attributed it to the hanky-panky tricks of the Crown Agents or the delinquencies of that office-boy who, as we showed on a previous occasion, is largely responsible for the publication of the *Government Gazette*. But it was neither of these things—it was that infernal magpie. It is because of our real and declared sympathy with the Government officials in their woes and tribulations that we shout "*à bas* the magpie!" Just precisely what he has been doing of late we are not in a position to tell; but this much is certain, he has been disturbing that spirit of restful repose which is the supreme characteristic of the properly-moulded, highly-trained and truly-distinguished civil servant. Now, if there is one thing more than another that arouses a saint's choler it is the intrusion of such purely extraneous subjects as magpies and, we believe, reporters. No doubt in the divine wisdom of providence there is some sort of use of these tatter-demalions, but not in Hongkong. And as it is not yet legal to boot or shoot the newspaper men at sight, the Government have adopted the next best alternative and ordered a general massacre of the magpies, so that brethren of our kidney are temporarily safe. Candidly, such a notice as that appearing in the *Gazette* does smack of infantile fatuity, and tends to reduce the *purpose* of the *Gazette* to a *reductio ad absurdum*. Granted that the magpie is a born bandit and a flagrant, flippant freebooter, is he the only one of the kind? Have the song birds, whose carollings charm the official ear, no other enemies to fear? And is it not one of the wise dispensations of nature that all animal and bird life is instinctively guided to guard against their natural foes? Why, then, should the Government rush so desperately to the rescue of the song birds which are probably well able to protect themselves and their young? The probability is that if the magpies were exterminated the consequent increase in the number of song birds would be far worse in its effects so far as the agriculturist and gardener are concerned than the Government could imagine. The magpie is not wholly devoted to the ravishing of the nests of song birds. He is also given to putting in his spare time as a public scavenger and as such has a claim on the Government. He is practically omnivorous we are told on the authority of a well-known naturalist, so that if an egg comes his way now and again he accepts it as a blessing from heaven. The real harrier of birds nests—songsters or otherwise—is not the magpie so much as it is the small boy acting on instructions. Any evening couples of these young rascals can be met on the higher levels carefully scanning the trees for birds nests. When the nests are located an opportunity is sought when nobody is about and the nests are emptied. Any body who knows anything about the Colony at all will testify to the accuracy of that statement. But that has nothing to do with the magpie. He is officially declared to be an abandoned and pestiferous profligate for whom sudden death is too good. There is just a chance, however, that the ultimatum issued at the instance of His Excellency the Governor may prove but so much waste paper, for the magpie is a prolific breeder, laying from five to eight eggs at a time and usually producing two broods a year. All the hen magpie will have to do now is to work overtime and so defeat the machinations of an antipathetic Government.

## LOCAL AND GENERAL.

ADVICES have been received by the chief quartermaster of the division at Manila that the launch *Harrisburg*, which struck on a reef on the east coast of Samar a few days ago, is a total loss. She was used as a supply ship between Borongan and Camp Hayt. As the former station is to be abandoned it will not be necessary to send another launch in her place.

THE British s.s. *Glenogle*, Captain W. H. Paddle, which arrived in port this morning from Singapore with 1,493 Chinese in the steerage, reports that between Horsburg Lighthouse and Singapore, the vessel rescued the crew (six) of a Chinese shipwrecked junk and brought them over to Hongkong. The steamer encountered moderate S.W. monsoon and fair weather.

## CHEAP TRIPS TO EUROPE.

"SEGUIRA" INAUGURATES NEW SERVICE FROM CHINA TO SOUTHAMPTON.

At the invitation of Captain Hayes, the master of the steamship *Seguira*, one of the vessels belonging to the Shire line, a number of gentlemen representing the shipping companies of Hongkong and the press attended an informal reception which was given on board the ship yesterday afternoon. The function was intended to celebrate the inauguration of a new cheap passenger service between the Far East and the United Kingdom. Among those present were representatives of the local agents of the Shire line (Messrs. Jardine, Matheson & Co., Ltd.), Messrs. E F. Aucott & W. A. Fleming, Mr. H. G. White, of Suter, Hartwann & Rathjens, A. O. Lang, of Gibb, Livingstone & Co., Mr. Daniels, solicitor, and several others. The party was conveyed by special launch to the *Seguira* and under the guidance of Captain Hayes made a round of inspection of the vessel. In two words the scheme of the new service may be outlined. The *Seguira* is one of the R.M.S.P. fleet which trades to the River Plate and the West Indies. That company in conjunction with the Shire line have entered into a mutual arrangement to provide what may be described as an experiment in the way of intermediate passages at rates which will appeal to those who do not care to buy a first-class ticket on the premier mail boats. Only a limited number of passengers can be taken, about fifty cabins being available, and it is believed that the venture will meet the approval of a considerable section of the community. We certainly think it is bound to succeed. If the initial voyages indicate that there is really a demand for a first-class passage from Hongkong to London at a cost of £35 then the amalgamated firms will build special and larger vessels to cope with the trade. The passenger accommodation is situated midships and most of the cabins are on the main deck—unless our nautical knowledge is at fault. They are roomy and comfortable, fitted with all the usual appurtenances, including electric fans, and several have bathrooms, etc., attached. The dining-saloon is a cosy apartment of ample size to accommodate a good deal more than fifty passengers and there is the customary piano and library. There is also a smoking room of considerable dimensions, with the inevitable bar at hand. Altogether, the provision offered passengers is entirely satisfactory and, as they say, a bargain at the price. Tea and other suitable refreshments were handed round.

Mr. Aucott in a short felicitous speech congratulated Captain Hayes on his command, referred to the favourable prospects of the new service, and generally bespoke success for the venture.

Captain Hayes, in responding, expressed his conviction that the experiment was bound to succeed, seeing that everything would be done for the comfort and pleasure of those who travelled by his ship and he expected to find that before his return from Yokohama some six weeks hence every cabin would be booked in advance.

On the promenade deck, a long and breezy walk, the company lounged for some time, learning that the vessel was fitted with refrigerating apparatus—although no suggestion is made that she is going into the frozen pork business—and has electric light throughout. Certainly it is to be hoped that the service inaugurated by the *Seguira* will be fully patronised, for it meets a common demand. All passengers will be on an equal footing and all will enjoy the same privileges. The *Seguira* is a vessel of some 5,000 tons.

## THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

GENERAL MANAGER'S REPORT FOR THE FOUR WEEKS ENDING MAY 2?, 1909.

The Chairman and Directors, Raub Australian Gold Mining Coy., Ltd, Singapore.

Gentlemen,—I herewith beg to hand you my report on your mining and milling operations.

The accompanying sheet of mine measurements and assay returns of prospecting work shows a total of 1,011ft. for the period (4 weeks) under review, made up of 52ft. sinking, 267ft. driving, 623ft. cross-cutting and 129ft. of prospecting work as against a total of 866ft. for the previous four weeks.

MINES.

Bukit Koman.—540ft. Level, Drive North on Main Lode.—This has been driven 13ft. The lode averages 54in. wide but low in value.

Drive South at 90ft. in Crosscut.—To this has been added 7ft., making a total of 107ft. The lode 47in. wide, gives an average value of 7dwt.

Drive South at 121ft. in Crosscut.—Here 12ft. has been driven, bringing the total to 145ft. The end carries mixed matter about 18in. wide of very low grade.

440ft. Level, Drive South.—This has been extended 10ft., making a total of 564ft. The lode 56in. wide, averages 16dwt. per ton.

Drive North.—This has been taken from 241ft. to 261ft. The lode averages 22in. in width and 13dwt. in value. Better ore is expected as the drive proceeds.

Drive North No. 1 Winze.—This has been sunk 16ft., making the total depth 68ft. The portion of the lode in sight is the full width of the winze, 48in. and worth 11dwt.

340ft. Level, Drive South from Stope.—This has been advanced 10ft., making a total of 125ft. The lode 60in. wide, gives 5dwt.

340ft. Level, Drive South.—A small winze has been sunk 13ft. to connect with stope from below.

The crosscut west opposite the shaft has been extended 12ft., making a total of 664ft.

Crosscutting for Stope-filling.—408ft.

Stopes.—Above the 440 level, 2 stopes. Lode 168in. wide and worth 12dwt.

Above the 340 level, 2 stopes. Lode 191in. wide and worth 12dwt.

Above the 240 level 1 stope. Lode 112in. wide and worth 8dwt.

STOPE MIN'.

160ft. Level, Drive South.—To this has been added 22ft., making a total of 1,052ft. The lode 80in. wide, gives 5½ dwt. in value.

No. 1 Winze.—This has been sunk 25ft., making total depth 32ft. The lode in sight is 44in. wide and worth 20dwt.

Branch from Stope.—The drives on this have lengthened 3ft. to the north and south, making a total of 38ft. These are now idle as the lode is too narrow and low in value.

160ft. Level, Drive North.—To this has been added 12ft., making the total 82ft. The lode 58in. wide, gives 5dwt. per ton.

A drive has been started on a second branch and taken 9ft.

Crosscutting for Stope-filling.—169ft.

Stopes—Above the 160ft. level, 2 stopes. Lode 73in. wide and worth 8dwt.

ANDERSON SHAFT.

260ft. Level, Main Crosscut West.—This has been extended 24ft., making a total of 84ft. Nothing farther has been met and this work is stopped.

Drive North on Main Lode.—To this has been added 24ft., making a total of 32ft. During the month the drive passed through a disorganised piece of ground. It is again in settled ground and carries a fine body of ore. For the month it averaged 73in. in width and 8½dwt. in value.

Prospecting on some mixed matter met in the crosscut further to the west has not resulted in anything new.

The drive to the south on the main lode will be started during the coming month.

BUKIT MALACCA.

No. 1 Level, Drive South.—This has been driven 29ft., making a total of 451ft. south of shaft. The lode 50in. wide, averages 7dwt.

Drive North from Crosscut East.—This has been taken from 24ft. to 56ft. on a lode 45in. wide and worth 7dwt.

No. 2 Level, Crosscut East.—Here 10ft. has been added, making a total of 26ft. No change has been met.

Stopes.—Above the No. 1 level, 2 stopes. Lode 58in. wide and worth 7¾ wt. On surface and underground 120ft. of prospecting work has been done.

GENERAL.

At Anderson shaft the new head gear is almost completed.

At Bukit Koman the shaft has been fitted with new dividers and skip roads from the 440 to 540 level.

From the Wilfley tables 42.6 tons of concentrates have been recovered, worth 1.23 ozs. per ton.

The 12 weeks clean up of the Cyanide works has given 91 ozs. of gold from treating 193.5 tons of concentrates, and sands, equalling a recovery of 9.53 dwt. per ton treated and 89% extraction.

The Milling sheet accompanies this.

BUKIT KOMAN.

40 Stamps: ran 28 days less 1·5 days for clean up and repairs.

Huntington Mill ran 28 days less 3·75 days for clean up and repairs to supply pump which which has been fitted with new vane.

| | | |
|---|---|---|
| Ore Crushed: | Koman | 2,321 tons. |
| | Stope | 1,564 " |
| | Total | 3,885 tons. |

| | | |
|---|---|---|
| Amalgam Collected | 3,215.000 oz. | producing |
| Retorted Gold | 1,104.000 " | " |
| Smelted Gold | 1,091.575 " | |
| Average yield per ton | 5.62 dwt. | |
| " value of tailings | .52 " | |

BUKIT MALACCA.

| | | |
|---|---|---|
| No. I Mill ran 24½ days | crushing 318 tons of Mine ore and 1,776 tons Surface ore. | |
| No. II " 21 " | | |
| Total crushed 2,094 tons | | |

| | | |
|---|---|---|
| Amalgam Collected | 356.00 ozs. | producing |
| Retorted Gold | 111.00 " | " |
| Smelted Gold | 110.00 " | " |
| Average yield per ton | 1.05 dwt. | |
| Total — ops crushed | 5,979.000 | |
| Amalgam | 3,571.000 ozs. | |
| Smelted Gold | 1,202.575 " | |
| Average Fineness | 919.707 " | |
| " Yield per ton | 4.03 dwt. | |

W. H. MARTIN,
General Manager.

## THE SINGAPORE EARTHQUAKE.

It is interesting to note that the earthquake of Thursday night (or rather Friday morning) scarcely affected clocks at the Time Ball Observatory on Mount Faber, reports the *Singapore Free Press* of 7th inst. The sidereal clock alters 0.38 seconds per day and is the standard. The variations of the solar clock, were day by day from June 1st, 0.13 secs; 0.11 secs; 0.12 secs; 0.11 secs; and 0.10 secs. Thus there is absolutely nothing to show that the earthquake shocks affected the delicate clocks at the Observatory. The clocks can be compared to within one-fiftieth of a second. The blasting at Borneo Wharf has frequently had considerable effect on the clocks.

As we stated on Saturday, there has been given no instance of disturbance in the Tanjong Pagar District, and the above observations also show that the Mt Faber range cannot have been affected. The line of most disturbance seems to have been the range of hills that runs from Tanglin to the sea, and eastward. There is abundant evidence that Mt Zion and the south of Grange rd. had the worst of the movement. Also that it was quite severe in the Hotel de l'Europe and Raffles, extending to the eastward and being noticeably felt at Tanjong Katong.

With regard to the haze that followed the earthquake on Friday morning, there has been something abnormal in the weather for the past few days. Yesterday morning there was a dense mist, almost an English November fog, in the Tanglin District. Mr. R. S. Fry, who in 1892 was engaged in trigonometrical survey work, noted that for a few days after the earthquake then, all his observations were useless. Some unsuspected refraction or haze interfered with the whole of them.

## Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

### MISSION TO JAPAN.

PRINCE CHEN'S DEPARTURE.

[*By courtesy of the "Sheung Po."*]

Shanghai, 14th June.

It is reported that Prince Chen will start for Shanghai on the 22nd inst. *en route* for Japan.

### POLICE AND LAW SUITS.

INTERFERENCE PROHIBITED.

[*By courtesy of the "Sheung Po."*]

Peking, 14th June.

The Board of Civil Affairs has issued instructions to the head of Police in all Provinces not to interfere in law suits, as such interference is calculated to affect the powers of the local authorities.

### RAILWAY LOAN.

AMERICAN PARTICIPATION.

[*By courtesy of the "Sheung Po."*]

Peking, 14th June.

The United States Minister in Peking insist on American financiers participating in the loan for the Canton-Hankow Railway.

Chang Chih-tung is rather embarrassed in the matter.

### TEMPLE OF CONFUCIUS.

CONFIRMATORY REPORT.

[*By courtesy of the "Sheung Po."*]

Peking, 14th June.

The Governor of Shantung has reported that the Temple of Confucius has been burnt to the ground.

### COPPER CURRENCY.

COMMISSION OF INQUIRY.

[*By courtesy of the "Sheung Po."*]

Peking, 14th June.

Duke Tsai, president of the Ministry of Finance, proposes to appoint a special Commission to inquire into the question of copper currency with a view to steps being taken to mitigate the evil.

## CANTON DAY BY DAY.

MACAO BOUNDARY QUESTION.

[*From Our Own Correspondant.*]

Canton, 14th June.

The Society for the Protection of Boundary Rights at Canton yesterday received a telegram from the Chinese residing in Annam asking the members of the society to maintain a firm attitude against the Portuguese in the question of the delimitation of Macao.

RIVER STEAMSHIP COMPANY.

It is reported that the Ministry of Posts and Communications in Peking has granted permission to Mr. Chow Chong In, Director of the Chamber of Commerce at Wuchow, to float a company with sufficient capital to build steamers to run on the West River between Hongkong, Canton, Wuchow and Nanning.

THE RECENT MURDER.

With reference to the murder of Taotai Lau Sz Kee, a fortnight ago, not one of the assassins has so far been captured. The Viceroy has now given instructions to increase the amount of the reward to $5,000 for the apprehension of the culprits.

FLOOD RELIEF.

Yesterday, the party sent by the Central Relief Committee on board the steam launch *Kong Hung* to the flooded district along the West River to assist the sufferers with twenty thousand catties of rice and two thousand pieces of gunny bags, returned to Canton after having distributed the above articles. This morning the same party proceeded again to the flood districts with another supply to relieve the affected people.

THE SILK CROP.

It is learnt from the silk producing districts that, owing to the recent disastrous floods, the second crop of silk has been so greatly damaged that it will only yield about thirty per cent. of a normal crop.

FIRE.

Day before yesterday at 9 p.m. an outbreak of fire took place in Sui Shi Kai through the careless use of kerosene oil. On the alarm being raised, the different fire brigades promptly proceeded to the scene to render assistance. After nearly an hour's work the fire-fighters were able to extinguish the conflagration which had by that time already destroyed three houses and done damage to several others in the neighbourhood. In the accident two persons were injured.

FAMINE IN KANSU.

The Canton Viceroy has received a telegraphic despatch from the Viceroy of Kansu informing him that a severe famine is now prevailing in the province of Kansu, where thousands of famine-stricken people are now awaiting urgent relief. In the despatch the Canton Viceroy is requested to do his best to raise whatever funds possible and to remit the money to the North to relieve the sufferers.

# Solicitor's Conduct Questioned.

## ACTION FOR DISBARMENT.

### SERIOUS ALLEGATIONS OF EMBEZZLEMENT.

The Supreme Court was comfortably filled with spectators this morning when the interlocutory proceedings were taken, in which Mr Clive Fletcher Dixon, solicitor, late of the firm of Messrs. Hastings and Hastings, was called upon to show cause why his name should not be struck off the Rolls of the Supreme Court for alleged misconduct.

The visitors numbered some forty persons, including many Chinese gentlemen, officers of the Hongkong Police Force, and many civilians, who followed the case with considerable interest. The defendant entered the court-room accompanied by his lawyers and his brother-solicitor a few minutes before the Court sat, and took up the same position at the left hand end of the table as he occupied yesterday. He appeared more cheerful to-day, and chatted freely with his lawyers.

The Judges, Sir Francis Piggott and Mr. Justice Gompertz, arrived in Court shortly after half-past ten, when Mr. E. Potter (representing Messrs. Hastings and Hastings) the complainants, began his address to the Judges. Mr. Potter was instructed by Mr. C. D Wilkinson, of Messrs. Wilkinson and Grist.

Counsel went into the alleged facts of the case at great length. He opened his address by saying that the application was on behalf of Mr. John Hastings, of the firm of Hastings and Hastings, that Mr. Clive Fletcher Dixon be struck off the Rolls as a solicitor on the ground that he had been guilty of gross misconduct in his capacity as a solicitor.

Mr. Justice Gompertz—Gross misconduct?

Mr. Potter—Yes.

Mr. Calthrop (for the defence)—Might I suggest that my friend specifically formulate the charges against my client. I understand there are three charges of embezzlement.

Mr. Potter—I will come to them presently.

The Chief Justice—Put them in the best form you can.

Mr. Calthrop returned that he wanted to know the charges Messrs. Hastings and Hastings are relying on.

Mr. Potter—There are three charges, but before coming to them I want to give a sketch of Mr. Dixon's connection with the firm of Messrs. Hastings and Hastings.

Mr. Calthrop—I want to know the charges first.

Mr. Potter replied that he would come to them presently.

Mr. Calthrop—We are entitled to know what they are.

Mr. Potter—Three in number; and here Counsel opened his case. He stated that a witness, one Wong Hui Tong, of Canton, would prove to the Court that on the 23rd July, 1908, he paid the sum of $500 to Mr Dixon for costs. That sum was never credited to Messrs. Hastings and Hastings, nor did the firm receive the money. Mr. Wong Hui Tong would also prove—

Mr. Calthrop—We want the three charges.

Mr. Potter—They will come to more than three.

Mr. Calthrop—The man is fighting for his professional existence. And we want to know the charges against him.

Continuing, Mr. Potter stated that during the continuance of an action the defendant borrowed various sums of money from Wong Hui Tong, amounting in all to $750; that at the conclusion of that action—

The Chief Justice—Was Wong Hui Tong a client of the firm?

Mr. Potter—Yes.

Mr. Justice Gompertz—What was the action?

Mr. Potter—Yes. He was the plaintiff in the action brought by the Kwong Hing Cheung firm against Reuter, Brockelmann and Company. At the conclusion of that action, Counsel went on, a sum of $10,882 was due to Mr. Wong's firm from Reuter, Brockelmann and Company as costs. At an interview between the defendant and Mr. Wong, the defendant suggested that if he handed over the full amount in costs to Mr. Wong he (defendant) should get $1,000 for himself.

Mr. Calthrop—I would ask my friend to specify the dates.

Mr. Potter—I think the witness will supply the dates. I have not seen him, but I think he can give them I think the action concluded some time in July, 1908.

Mr. Calthrop—That is very vague.

The Chief Justice said that charges had been made against the man and dates should be given.

Mr. Potter—I cannot give the dates now, but I will as soon as I can.

Mr. Justice Gompertz inquired whether the money defendant was alleged to have borrowed had been repaid.

Mr. Potter's answer was in the negative.

Mr. Calthrop—He denies borrowing any money.

Mr. Potter—Yes, he denies that.

Mr. Calthrop here proceeded to read certain rules from the *Law Times* newspaper when Counsel for the plaintiffs objected to anything being quoted from a newspaper. His friend had a similar objection yesterday.

Mr. Calthrop replied that in making charges against a man the material charges and dates should appear in the affidavits, but his friend had other charges now which were not in the affidavits. Here Mr. Calthrop said that if his friend "did not trust him" he would hand up the *Law Times* rules to the Court—which he did.

Mr. Potter—It is not a question of the trusting.

The Chief Justice—I should say that the charges be differently formulated before they come into Court.

Mr. Potter—I shall be glad to do all in fairness to the defendant. The next charge, he said, was on the 8th January, 1909, when a man named Wan Hi engaged Messrs. Hastings and Hastings to act on behalf of a friend in a Police Court case. Wan Hi agreed to pay $50 costs. He instructed Mr. Dixon and paid to him $30 on account. This money defendant duly credited to the firm as having been received on account. On the 13th or 14th January, Wan Hi paid to the defendant the remaining $20 out of the $50. This sum, however, was never credited to the firm by the defendant and the firm never received it. The next charge against the defendant was in January of the present year.

The defendant was engaged by an Indian named Gulab in a case on the 21st January, and he paid the defendant, on account of Messrs. Hastings and Hastings, costs in the sum of $40. Only $30 of this sum the defendant credited to his firm.

At this juncture, Counsel spoke as to the way in which defendant joined the firm of Messrs. Hastings and Hastings. The defendant, he said, came to this Colony some time in October, 1904, and joined the firm as an assistant solicitor. He showed considerable ability in the conduct of the cases in which he had been instructed, and as far as Mr. John Hastings could see he was a capable and trustworthy man; and to show how Mr. Hastings looked upon the defendant as a valuable man it need only be mentioned that at the end of his term, defendant was called upon to enter into a second agreement. By that agreement it was agreed to keep defendant for an additional term of five years as managing clerk, and at the end of the term he was promised a partnership in the business.

Mr. Justice Gompertz—Was that mentioned in the agreement?

Mr. Potter—Yes. (Proceeding)—So your Lordships will readily see that Mr. Dixon is a man, whom Mr. Hastings could have had no desire to get rid of, and your Lordships will more readily recognise the fact that Mr. Hastings was to have left Hongkong this year for some time and he relied upon Mr. Dixon stepping into his position, and to be of every assistance to the firm when the senior partner left the Colony. Your Lordships will see then that Mr. Dixon is a valuable man, and so far as desiring to get rid of him a partnership in the business was offered him.

Counsel at this point explained the rule existing in the office of Messrs. Hastings and Hastings as to the receipts of monies. When money was paid over to any person in the firm, he said, a receipt is given to the client, entries were made in the rough cash book by the solicitor receiving the money, and a note made in the solicitor's diary of every transaction. When this was done the money is turned over to the cashier, who pays it into the bank. Of course, the reason why a solicitor should be so scrupulously exact as to the entries in the books was because of the bills of costs to be sent to clients.

This brought Counsel to the 2nd February—an important date in this matter. On that day Mr. John Hastings had a conversation with two of his interpreters, and by reason of that conversation he made inquiries and as a result of those inquiries Mr. Hastings discovered that so far from defendant being a loyal and faithful servant to the firm, and so far from being an absolutely trustworthy person, that he had taken these sums of money, borrowed sums, and made requests as already mentioned. All this evidence was obtained absolutely independent of any employee of Messrs. Hastings and Hastings, said Counsel. Only in one case did Mr. Hastings invoke any outside aid, and in that case a police-inspector brought him in touch with the man, Wan Hi, in securing the charges. As he had already stated the charges are five in number, and are supported by Wong Hui Tong, who is an independent witness, and managing partner of a wealthy and influential firm of silk merchants of Canton.

Apparently there was no reason why this man should come here and swear to ruin Mr. Dixon. Mr. Dixon conducted the case for him and conducted it successfully, and so far from owing him any grudge Wong Hui Tong owed him a debt of gratitude. Wan Hi, the other witness, is the manager of a fruit store in Hongkong, and Gulab is a jemadar in the Police Force. There could, therefore, be no collusion among the witnesses: Wong Hui Tong belongs to Canton; Wan Hi resides in Hongkong, and Gulab is an Indian.

On the 26th March, Mr. John Hastings had an interview with the defendant on this matter. It might be stated here that at that interview Mr. Hastings was not aware of the charges to be made by Wong Hui Tong, of Canton.

At the interview, Mr. Hastings said to the defendant that it had been reported to him (Mr. Hastings) by Hung Kam Ming (the late interpreter) that defendant had been in the habit of receiving monies from clients for costs and of paying portions of it into the office and retaining the balance for himself; that this was done usually in Police Court cases, or cases in which clients paid money to him direct in cash. Mr. Hastings also said that he had made independent inquires into the matter, and that he was satisfied that he had obtained sufficient evidence to satisfy him that the charges were true.

Mr. Dixon, Counsel said, answered—"It is not so." He then left the room, and had not gone for more than a minute, when Mr. Hastings called him back, and said to him:—"I have sufficient evidence to prosecute you, Dixon; but I have no wish to do so. I want you to go away, for I cannot keep you in my office now."

The defendant sat down, and then said:—"I admit having taken money from the office, but it was only small amounts, and there were not many occasions on which I did it.'

Mr. Hastings said:—"It is not the question of the amount. It is a matter of principle." Mr. Hastings went on to tell defendant that he was in a position of trust and responsibility, and that he could not keep him in employment after this. He (Mr. Hastings) attributed the whole affair to defendant keeping bad company, and living with a European woman, who ran him into greater expense than he could afford, and that defendant had promised him to give up this mode of life, and had not done so.

To this defendant answered—"I might have taken thousands if I wanted to."

Mr. Hastings then suggested that defendant should go to Japan, ostensibly on a holiday, and that he should not return. He suggested further that defendant should go to some other place where he could continue his practice.

Defendant said:—"I have nowhere to go to. I can't go home as my father has already two sons in the business." He begged Mr. Hastings to re-consider the matter and let him stay on, adding that what had occurred would be a lesson to him. That concluded the first interview.

On the 31st March, Mr. Hastings wrote to defendant the following letter:—

31st March, 1909.

Dear Dixon,—Referring to our interview of the 26th instant, during which you admitted to me that you had taken office money on various occasions, though you said the amounts were small, I have considered the matter very carefully, being most anxious to do what is right both as regards yourself and as regards this firm; and I can come to no conclusion but that you must leave this office.

You are in a position of great trust and responsibility and it is impossible that you can be continued in such a position, unless this firm has complete confidence in you which of course cannot be the case after what has occurred.

The Agreement between us must therefore be cancelled and I enclose you an Agreement cancelling same which please sign and return.

I do not, however, wish to send you away at once; and have no objection to your staying on for a month or two if you wish at the same salary, etc., in order to give you time to look round and make your plan as to what you will do.

It must be understood, however, that we are at liberty to determine such engagement at any time should any necessity arise for doing so.

As regards the money paid by Sharpe Parkers & Co. for your admission as a Notary, I have written to my brother to try and get it refunded. If that cannot be done of course you must pay it.

I trust that if you do stop here for a time as suggested, you will give up living with the woman with whom you are now living and try and save all you can.

I should be glad also to know particulars of the amounts which you have taken from the office monies and to have same refunded.

Yours faithfully,

(Sd.) JOHN HASTINGS.

C. F. Dixon, Esq.

Mr. Potter, after reading the letter, continued by saying that Mr. Hastings wanted to cover defendant as much as possible, and requested him to stay on for two months more until he had collected sufficient money to leave the Colony. There was no reply to the above letter, and on 2nd April Mr. Hastings addressed defendant again, calling upon him to surrender the signed agreement which was sent to him on 31st ult. On the 2nd April, the same day, Mr. John Hastings received a letter from Messrs. Ewens and Harston. The letter is appended:—

2nd April, 1909.

Dear Sir,—We have been consulted by Mr. C. F. Dixon relative to your letter to him of the 31st ult, and Mr. Dixon has informed us of what took place at your interview with him on the 26th ult.

Mr. Dixon instructs us that at such interview he denied the charges which you advanced against him.

In the first paragraph of your letter under reply you allege that, at the interview in question, the charges were admitted.

We are instructed to say that such was not the case and that the charges in question were then and still are denied.

We have further to inform you that, in view of your statement to Mr. Dixon at the interview of the 26th ult. above alluded to that Mr. Hung Kam Ning had admitted that the charges were true and that he was implicated, Mr. Harston has seen Mr. Hung Kam Ning and has been informed by him that he has not only never admitted the truth of the charges, but strenuously denies them.

Under the terms of the Agreement dated the 15th April, 1907, made by your firm with Mr. Dixon he is entitled to certain substantial rights—which rights he is the more entitled to by reason of the fact that he has, in reliance upon the due recognition by your firm of those rights, partly performed the terms of such Agreement.

This Agreement we gather from your letter under reply you are desirous should be cancelled, but, upon the facts laid before us, we have advised Mr. Dixon he should refuse to sign the Agreement of Cancellation which you have prepared and endorsed upon the original Agreement.

With reference to the question of the money paid for his admission as a Notary by Messrs. Sharpe Parker & Co. (who we understand are your London Agents) we have advised Mr. Dixon that, upon the facts laid before us by him, it is perfectly clear that your firm and your firm alone is legally liable to reimburse Messrs. Sharpe Parker & Co. the amount disbursed by them.

In view of the position raised by the charges brought by you against Mr. Dixon we can well understand (as we are informed is the case) that the relations between you are somewhat strained and the position altogether by no means a desirable one from Mr. Dixon's point of view.

It is possible that if Mr. Harston could meet you to discuss the matter some satisfactory arrangement might be arrived at, but you will please distinctly understand that, in the meantime, Mr. Dixon claims that his rights under the Agreement above mentioned are valid and subsisting.

Yours faithfully,

(Sd.) EWENS & HARSTON.

John Hastings, Esq.

Soon after the receipt of this letter, said Counsel, Mr. Hastings had another interview with the defendant. "What do you mean by admitting this thing to me," he said, "and go to a firm of solicitors and instruct them to deny it"?

"I must deny it," the defendant is alleged to have said, "or else I shall go under altogether."

Mr. Hastings told defendant that there was no necessity "for him going under altogether." There were other places than Hongkong.

The defendant asked if he could not be allowed to practise in Hongkong.

Mr. Hastings said he could not.

Concluding, Mr. Potter said he did not know what the defence in the case would be. He did not know how defendant proposed to get over what seemed to be an insuperable difficulty created by his own language in these interviews. But he took it the defence would be a total denial of the charges, which would mean that Mr. Hastings had invented them with marvellous particularity. When their Lordships had heard the witnesses, when they had heard the defendant, and the cross-examination he (Counsel) will ask them to say that the charges had been proved, and that however painful it would be to their Lordships, he would ask them to decide what punishment they would decree to a case of this kind.

Mr. John Hastings was then called to the witness-box. He said that he had a solicitor's practice in Hongkong and was the senior partner in the firm of Messrs. Hastings and Hastings. In 1904, Mr. Dixon first joined the firm as assistant solicitor. On the 15th of April, 1907, he entered into a new agreement by which Mr. Dixon was to continue in the firm's employment for another five years, at the end of which he was to be given a partnership. Witness had always found Mr. Dixon a valuable man and had no desire to get rid of him. He expected great services of him in case of witness' departure from the Colony. Witness proceeded home during 1908, where he remained till 15th October. The rule in his office is when a solicitor receives money for costs, he enters it himself in a rough cash-book. He then hands the money to the cashier, whose duty it is to pay the money at once to the Bank. A receipt was always given for all monies paid to the firm. Each solicitor had to make an entry into the diary for all services rendered to clients and those entries went into the bill for costs. On the 2nd February, 1909, witness had an interview with Tam Ling Kwong, his present interpreter, and with a former interpreter who had since retired from his service. In consequence of these interviews, he made inquiries and also requested Chief Detective-Inspector Hanson to make inquiries in regard to a certain case. He obtained certain evidence in the case of Wong Hi. Tam Ling Kwong further gave him further particulars of the case of Wong Hui Tong, in which the Kwong Hing Cheung firm sued Reuter, Brockelmann & Co. Mr. Dixon had taken up that case. On the 26th of March, witness had an interview with Mr. Dixon. On the following day, he wrote to his brother informing him of the result of the interview. In the interview, witness told Mr. Dixon that it was reported that he was in the habit of receiving money for costs from clients and paying a portion of it to the office and keeping the balance for himself. Witness gave Mr. Dixon to understand that he had been informed that this used to be done principally in Police Court cases or in cases in which Mr. Dixon received money in cash from clients. Witness said that he had made independent inquiries in the matter and was satisfied that the informaton given him was true. Mr. Dixon denied the allegations and shortly afterwards left the room, but witness almost immediately called him back. Witness informed Mr. Dixon that he had evidence in his possession on which he could prosecute him, but that he had no wish whatever to do so. He, however, advised him to go away, as it was impossible to keep him in the office. Mr. Dixon then admitted of having taken money from the office, but he said the amounts were small and the occasions were not many on which he did so. Witness replied that the amount was not the question, but the matter was one of principle. Mr. Dixon was in a position of trust and responsibility and witness said he could not see how it was possible for him to keep him in the office. He suggested to Mr. Dixon that he should go away and practise elsewhere. The latter replied that he had nowhere to go. He could not go home, because his father had already two sons in the business. Witness suggested other places where he might go to. Witness attributed what had occurred to the fact that Mr. Dixon was living with a European woman, who must have run him into a great deal of expense—more than he could afford. Mr. Dixon said he did not spend more than he could afford. Witness reminded defendant that his (witness') brother had spoken to him about the subject of living with this woman and that he had promised to give up that mode of life. Defendant begged witness to give him another chance and said this would serve as a lesson to him. He said he could have taken thousands if he had wished to do so. He begged him to reconsider the matter and write to his brother. Witness said he had already written to his brother. Witness said he felt absolutely certain that defendant had admitted having taking money from the office.

At this stage, two letters were produced, both written by witness, dated the 31st March and 2nd April, respectively. A reply was received to the letter of 2nd April from Messrs. Ewens and Harston. Continuing, witness said that on receipt of the letter from Messrs. Ewens and Harston, he called Mr. Dixon to his room and asked him what he meant by admitting that he had taken money from the office and then instructing a firm of solicitors to write a letter denying it. Mr. Dixon said he must deny it or go under altogether. Witness said he saw no reason why he should go under altogether. Hongkong was not the only place in the world. He could make a living anywhere. Witness said if Mr. Dixon wished to fight, he was perfectly willing to do so. Mr. Dixon said he did not wish to fight. He asked to be allowed to practise in Hongkong and said he would not take away witness' clients or words to that effect.—This request witness refused. Witness had no wish to fight Mr. Dixon nor had he any motive to ruin him. He was the most useful man in his office.

By Mr. Calthrop—Witness had had his practice for a long time in Hongkong. He started in 1880—29 years. Witness did not know if he had been very successful. During that time, he had a great deal of experience in criminal and Common Law cases. At the time Tam Ling Kwong made his report, he did not specify any particular point. He did not know of his own knowledge but had been told about it by Lung Kam Ming. Soon afterwards, he placed the matter in the hands of Inspector Hanson. Through Inspector Hanson, he got some evidence from Wong Hi which satisfied him. On the 26th of March, he had information as to Wong Hi and Gulab. The interview took place about 5.10 or 5.15 in the afternoon. Besides witness and Mr. Dixon, nobody else was present at the interview. He did not have a third and independent person present because he did not think it necessary. Witness admitted that it would have been advisable to have had a third person present at the time Mr. Dixon was charged with the alleged embezzlement. He would not have advised a client to adopt that course. He wrote a letter to his brother and preserved a copy of it. The letter did not give the result of the interview word for word but simply contained a summary of it. (Here a letter dated the 27th March was produced and read in Court. Part of the letter contained matter irrelevant to the case, which was left over by permission from the Bench. The concluding portion of the letter said that Mr. Dixon had given up a good position and good talents—and for what?).

Mr. Hastings' cross-examination was still proceeding when the Court rose for tiffin.

When the proceedings resumed the attendance in Court had increased somewhat. Among the spectators were noticed some well-known local European merchants, who remained throughout the afternoon's proceedings. The cross-examination of Mr. Hastings was continued—after Mr. Calthrop had read a letter, numbering some twenty typewritten pages, written by Messrs. Ewens and Harston to Messrs. Wilkinson and Grist. The reply to that letter was also read to the Court, as were many others, all of which were put in as Exhibits. Under cross-examination, Mr. Hastings reiterated that he found defendant a very useful man. In 1907 he left for home in April, and the agreement with the defendant was entered into just before that. The first agreement with the defendant was for four years, and when the second one was entered into defendant had only completed two and three-quarter years under the first one. Witness wanted to keep Mr. Dixon, but the latter wanted terms. The second agreement was made by witness' brother—Mr. Geo. Hastings—and not by witness. Under that agreement defendant was to get $325 a month for the first year and $350 for the last three years with commission and no profits—one per cent. for the first year, two per cent. for the second year and so forth. The question of leave, salary when away, and passage money (single passage only) were also mentioned. Witness first saw Wong Hui Tong this year—not last year. The Reuter, Brockelmann action took place while witness was at home. There was a large sum of money paid to Wong Hui Tong by witness' firm for costs. Witness may have seen Wong with Mr. Dixon then. The accounts were made up by Mr. Dixon. The account was paid to Wong about the middle of April. There was a complaint made at the time by Wong about the costs and Crown costs. When the complaint was made Wong, Tam, defendant and witness were present. An arrangement had been made to charge Wong $100 for making out the accounts. Wong, in his complaint regarding the costs, said that he had paid the sum of $500 to Mr. Dixon which had not been accounted for. Witness questioned him about it, but did not take down a note at the time about the complaint. He did not consider it necessary to make a note. At the next interview with Wong, witness asked him if he would give evidence about the money he had given to Mr. Dixon. Wong was unwilling, and stated that he did not want to have anything to do with the matter. Wong also complained of the costs being too high and wanted them reduced. Witness said he would go through them and see.

The cross-examination was still going on when our reporter left the Court.

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| SHANGHAI | *WAISHING*† | ....FRIDAY, 18th June, Noon. |
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| SHANGHAI | *TUNGSHING*† | .....SUNDAY, 20th June, Daylight. |
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| AMOY, CHEFOO & NEWCHWANG | "KWEIYANG" | 22nd " 4 P.M. |
| SHANGHAI | "YINGCHOW" | 24th " " |
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Hongkong, 4th May, 1909. [257

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| MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG COLOMBO AND PORT SAID | SADO MARU, Capt. Geo. Anderson, Tons 6500 | WEDNESDAY, 23rd June, at Daylight. |
| | BINGO MARU, Capt. A. Christiansen, Tons 6500 | WEDNESDAY, 7th July, at Daylight. |
| VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA | §* SHINANO MARU, Capt. K. Kawara, Tons 6500 | TUESDAY, 22nd June, at 4 p.m. |
| | § TANGO MARU, Capt. S. Ishikawa, Tons 8000 | TUESDAY, 6th July, at 4 p.m. |
| SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE | KUMANO MARU, Capt. N. Mathieson, Tons 6000 | FRIDAY, 9th July, at Noon. |
| | YAWATA MARU Capt. T. Sekine, Tons 5000 | FRIDAY, 6th Aug., at Noon. |
| BOMBAY, VIA SINGAPORE AND COLOMBO | YEBOSHI MARU, Capt. B. Kon, Tons 4500 | THURSDAY, 17th June. |
| SHANGHAI, MOJI AND KOBE | YETOROFU MARU, Capt. K. Soyeda, Tons 4500 | SUNDAY, 17th July. |
| KOBE AND YOKOHAMA | AWA MARU, Capt. A. Keith, Tons 6500 | FRIDAY, 25th June, at 5 p.m. |
| NAGASAKI, MOJI, KOBE and YOKOHAMA | MISHIMA MARU, Capt. A. E. Moses, Tons 9000 | THURSDAY, 17th June, at 5 P.M. |
| NAGASAKI, KOBE and YOKOHAMA | YAWATA MARU, Capt. T. Sekine, Tons 5000 | WEDNESDAY, 7th July, at Noon. |

* Omitting Shanghai. ‡ Cargo only.
§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Hirano Maru.....(Capt. H. FRASER).....About Wednesday, 30th June.
Kamo Maru .....(Capt. F. L. SOMMER).....About Wednesday, 28th July.
Mishima Maru .....(Capt. A. E. MOSES) .....About Wednesday, 25th August.
Atsuta Maru .....(Capt. W. THOMPSEN).....About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

## CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

| | Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
|---|---|---|---|---|
| 1st Class | $120 | $110 | $100 | $50 |
| 2nd " | $80 | $70 | $60 | $50 |

Option of rail between calling ports in Japan.

For further particulars, apply to.

T. KUSUMOTO,
Manager. [418-419

## Shipping—Steamers.

HONGKONG—BOSTON—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST).

S.S. "INDRANI" .....On 16th June, 1909.
to be followed by
S.S. "ST. PATRICK" ...On 13th July, 1909.

For Freight and further information, apply to—

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 2nd June, 1909. [432

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"

Capt. J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 19th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN
(Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip $120.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 10th June, 1909. [475

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on WEDNESDAY, the 23rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

*N.B.*—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th June, 1909. [465

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

| Steamer | Tons | Captain. | Sailing Date |
|---|---|---|---|
| *Oceano* | 4,657 | F. W. Davies | 1909 1st July |
| *Kumeric* | 6,232 | J. Mathes | 29th July |
| *Aymeric* | 4,363 | J. Boyd | 26th Aug. |

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.
General Agents.

Queen's Buildings.
Hongkong 20th May, 1909. [10

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 28th May, 1909. [58

## Shipping—Steamers

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 26th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 8,030 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 8th August, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 11th June 1909 [4

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"

Captain Lafont, will be despatched for the above Ports on or about MONDAY, the 21st instant.

For Freight or Passage, apply to
P. DE CHAMPMORIN,
Agent.

Hongkong, 14th June, 1909. [9

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

*VIA* PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "PATHAN".....About 22nd June.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 27th May, 1909 [413

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" .. Capt. H. W. WALKER.
"KWONG SAI" .....Capt. R. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....$4.
Meals..... $1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 26th April, 1909. [15

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—$36 per annum.

WEEKLY—$13 per annum.

The rates per quarter and per mensem proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ld.

Hongkong, 22nd December, 1908.

# COMMERCIAL.

### TO-DAY'S EXCHANGE.

*Selling.*

| | |
|---|---|
| London—Bank T.T. | 1/9¼ |
| Do. demand | 1/9 5/16 |
| Do. 4 months' sight | 1/9 7/16 |
| France—Bank T.T. | 2.23½ |
| America—Bank T.T. | 43½ |
| Germany—Bank T.T. | 1.81 |
| India T.T. | 133¼ |
| Do. demand | 133¾ |
| Shanghai—Bank T.T. | 74¼ |
| Singapore—Bank T.T. per H.K. $100 | 76 |
| Japan—Bank T.T. | 86½ |
| Java—Bank T.T. | 106¾ |

*Buying.*

| | |
|---|---|
| 4 months' sight L/C. | 1/9 9/16 |
| 6 months' sight L/C. | 1/9 11/16 |
| 30 days' sight San Francisco & New York | 44½ |
| 4 months' sight do. | 45½ |
| 30 days' sight Sydney & Melbourne | 1.9 13/16 |
| 4 months' sight France | 2.28 |
| 6 months' sight " | 2.30 |
| 4 months' sight Germany | 1.85½ |
| Bar Silver | 24 1/16 |
| Bank of England rate | 2½ % |
| Sovereign | 11 15 |

### OPIUM QUOTATIONS.

To-day's quotations are as follows:—

| | Per picul |
|---|---|
| Malwa New | @ 1,100/1,150 |
| " Old | @ 1,160/1,220 |
| " Older | @ 1,225/1,270 |
| " Oldest | @ 1,280/1,330 |
| | Per chest |
| Patna New | @ 1,000 |
| " Old | @ 1,005 |
| Benares New | @ 1,015/1,025 |
| " Old | @ — |
| Persian (Paper) | @ 900/1,050 |

# SHIPPING AND MAILS

### MAILS DUE

American (*Korea*) 19th inst.

Canadian (*Empress of China*) 24th inst.

The C. N. Co.'s s.s. *Taiyuan* left Sydney on 19th inst., and is due here on 14th prox.

The Cargo of Silk ex s.s. *Tonkin*, which left this port on 11th ult., was delivered in Lyons on 12th inst.

## *THE WEATHER.*

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 15th at 11.55 a.—The depression crossed E. Nippon during the night and is situated this morning off the coast of Hokkaido near Nemuro.

The barometer has risen quickly over S. Japan, while it is inclined to fall over the S. coast of China and Formosa.

Pressure remains high over the Upper Yangtze, and over the N. part of the China Sea and the Pacific towards the Bonins.

Moderate variable winds may be expected in the Formosa Channel and moderate S. monsoon along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inches.

### FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, moderate; fair.

2.—Formosa Channel, Variable winds, moderate.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, S. winds, moderate.

# Shipping.

### ARRIVALS.

Japan, Br. s.s., 3,806, J. G. Olifent, 15th June,—Calcutta 30th May, via Penang and Singapore 9th June, Gen.—D. S. & Co., Ld.

Triumph, Ger. s.s., 769, J. C. Hansen, 15th June,—Fanrang 7th June, Tourane 10th, and Hoihow 14th, Salt and Gen.—J. & Co.

Glenogle, Br. s.s., 2,399, W. H. Paddle, 15th June,—Singapore 10th June, Gen.—Seang Taik Hong.

Tungshing, Br. s.s., 1,173, W. Stalker, 15th June,—Wuhu and Chinkiang 10th June, Rice and Ground-nuts.—Canton.

Helene, Ger. s.s., 771, J. Jessen, 15th June,—Quinhon 8th June, and Tourane 12th, Sugar and Gen.—J. & Co.

Amara, Br. s.s., 1,567, Mattock, 15th June,—Canton 14th June, Ballast.—J., M. & Co.

Haimun, Br. s.s., 636, J. W. Evans, 15th June,—Swatow 14th June, Gen.—D., L. & Co.

Yetorofu Maru, Jap. s.s., 3,057, K. Soyeda, 15th June,—Bombay via Singapore 8th June, Twist and Cotton.—N. Y. K.

Malta, Br. s.s., 3,900, G. M. Montford, R.N.R., 15th June,—London 8th May, and Singapore 10th June, Mails and Gen.—P. & O. S. N. Co.

Poona, Br. s.s., 4,878, A. F. Vine, R.N.R., 15th June,—Shanghai 12th June, Gen.—P. & O. S. N. Co.

Hanoi, Fr. s.s., 742, J. Pannier, 15th June,—Haiphong via Pakhoi, Hoihow and Kwongchow-wan 14th June, Gen.—A. R. M.

### Clearances at the Harbour Office.

*Wingsang*, for Swatow.
*Hailan*, for Swatow.
*Tungshing*, for Canton.
*Kaifong*, for Cebu.
*Kweichow*, for Swatow.
*Yetorofu Maru*, for Shanghai.
*Mongolia*, for Shanghai.
*Changsha*, for Manila.
*Matoppo*, for Shanghai.

### Departures.

June 15.

*Mongolia*, for San Francisco.
*Hailan*, for Coast Ports.
*Nord*, for Tientsin.
*Antenor*, for Saigon.
*Singan*, for Haiphong.
*Chinhua*, for Canton.
*Fudo Maru*, for Japan.
*Changsha*, for Australian Ports.
*Kweichow*, for Tientsin.
*Mathilde*, for Hoihow.
*Wingsang*, for Shanghai.
*Matoppo*, for Shanghai.
*Kaifong*, for Iloilo.

### Passengers arrived.

Per *Haimun*, from Swatow — Messrs. G. Grant and J. Isaacs.

Per *Glenogle*, from Singapore—Mr. Wakefield and son, and 1,493 Chinese.

Per *Japan*, from Calcutta, &c.—Lieut. A. Creery, Messrs. MacMillan, Ch. A. Heken, A. W. Baumgarten, and 828 Chinese.

Per *Malta*, for Hongkong from London—Mr. and Mrs. G. W. Grossett and infant, Mr. and Mrs. H. Jackson, Mr. and Mrs. W. G. Williams, Lieut. G. P. Leith, Mr. and Mrs. A. Brock and child, Dr. F. X. Castello, Dr. A. H. Anderson, Mr. H. W. Smart, Sergt. and Mrs. Heath, and Mrs. Lewis' amah. From Singapore—Lieut. D. W. D. Kimm, and Mrs Cousland's amah. From Port Said for Kobe—Mr., Mrs., Miss and Master Delbourgo and 2 children, and Mr. S. Trumore. From London for Shanghai—Messrs. F. Stewart, D. McInnes, J. H. Buckshall, J. T. Reid, Mrs. M. and Misses E. and N. Lewis, and Miss Hamilton.

### Shipping Reports.

Str. *Haimun*, from Swatow:—Moderate to light S.W'ly winds and fine.

Str. *Japan*, from Calcutta, &c.:—Light S'ly winds and fine weather with smooth sea from Singapore to port.

Str. *Tungshing*, from Wuhu and Chinkiang:—Fine weather in Yangtse, light monsoon and fog to Heishans thence moderate monsoon to port.

## VESSELS IN PORT.

### STEAMERS.

Ascania, Ger. s.s., 1,297, A. Claussen, 11th June,—Canton 11th June, Gen.—H. A. L.

Banri Maru, Jap. s.s., 2,368, J. Yamanaka, 12th June,—Moji 6th June, Coal and Sulphuric Acid.—M. B. K.

Bellerophon, Br. s.s., 5,726, T. Bartlett, 11th June,—Kobe 5th June, Gen.—B. & S.

Bourbon, Fr. s.s., 997, Le Bail, 6th June,—Saigon 2nd June, Gen.—Man Fat.

Childar, Nor. s.s., 1,102, H. Nielsen, 13th June,—Bangkok via Hoihow 31st May, Gen.—C. M. S. N. Co.

Choising, Ger. s.s., 1,021, J. Bruhn, 14th June,—Bangkok 5th June, Rice and Timber.—B. & S.

Chowfa, Ger. s.s., 1,115, F. Schmelz, 11th June,—Bangkok 3rd June, and Hoihow 10th, Rice and Timber.—B. & S.

Fukura Maru, Jap. s.s., 1,946, S. Kumawaki, 12th June,—Moji 7th June, Coal.—M. B. K.

Haitan, Br. s.s., 1,183, J. S. Roach, 13th June,—Swatow 12th June, Gen.—D., L. & Co.

Henrik Ibsen, Nor. s.s., 2,959, M. B. Shandwitz, 9th July,—Newcastle, N.S.W. 19th May, Ballast.—Order.

Indrani, Br. s.s., 3,225, M. Macfarlane, 14th June,—Keelung 12th June, Tea, &c.—S., C. & Co.

Kumsang, Br. s.s., 2,078, E. J. Buller, 8th June,—Calcutta via Penang and Singapore 2nd June, Gen.—J., M. & Co.

Kutsang, Br. s.s., 3,100, R. C. D. Bradley, 11th June,—Moji 6th June, Gen.—J., M. & Co.

Landrat Scheiff, Ger. s.s., 1,640, A. Struve, 14th June,—Haiphong 12th June, Rice.—S. & Co.

Mausang, Br. s.s., 1,644, G. S. Weigall, 5th June,—Sandakan 31st May, Timber and Gen.—J., M. & Co.

Mongolia, Am. s.s., 8,750, H. E. Morton, 1st June,—San Francisco 5th May, and Shanghai 30th, Mails and Gen.—P. M. S. S. Co.

Neumantia, Ger. s.s., 2,794, H. Feldtmann, 14th June,—Moji 8th June, Coal.—H. A. L.

Nord, Br. s.s., 1,248, Cadd, 13th June,—Singapore 5th June, Oil.—Mr. Geo. McBain.

Proteus, Nor. s.s., 1,024, C. Möller, 11th June,—Bangkok 2nd June, Rice.—Aagaard, Thoresen & Co.

Shinano Maru, Jap. s.s., 6,387, K. Kawara, 13th June,—Shanghai 10th June, Gen.—N. Y. K.

Taikosan Maru, Jap. s.s., Fukui, 14th June,—Miike 8th June, Coal.—M. B. K.

Taming, Br. s.s., 1,250, A. Somerville, 4th June,—Manila 1st June, Gen.—B. & S.

Telemachus, Br. s.s., 1,340, G. Edwards, 12th June,—Saigon 8th June, Gen.—Wo Fat Sing.

Tenyo Maru, Jap. s.s., 7,265, E. Bent, 9th June,—San Francisco 13th May, Honolulu 20th, Yokohama 1st June, Kobe 2nd, Nagasaki 5th, and Shanghai 7th, Gen.—T. K. K.

Teucer, Br. s.s., 5,805, G. W. Parkinson, 10th June,—Manila 8th June, Gen.—B. & S.

Tsintau, Ger. s.s., 2,750, Fr. Bücking, 12th June,—Bangkok 6th June, Rice and Salt.—B. & S.

Wongkoi, Ger. s.s., 1,115, W. Reher, 11th June,—Bangkok via Swatow 2nd June, Rice and Teak-squares.—M. & Co.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 14th June,—Manila 11th June, Gen.—J., M. & Co.

Zafiro, Br. s.s., 1,629, R. Rodger, 14th June,—Manila 12th June, Gen.—S., T. & Co.

### SAILING VESSELS.

Alcides, Br. 4-masted bark, 2,968, L. Smith, 1st May,—Kobe 23rd April, Gen.—S. O. Co.

Sumatra, Ger. schooner, 520, C. Nanev, 22nd May,—New Guinea 30th April, Gen.—M. & Co.

### Ships Passed The Canal.

20th April—*Astyanax, St. Patrick, Achilles, Antenor, Namur, Palawan, Saxonia, Kamo Maru.* 23rd April—*Cardiganshire, Nera.* 27th April—*Lutzow, Benmohr, Braemar, Dortmund, Laertes, Silkonia.* 30th April—*Sydney, Albenga, Menelaus, Inaba Maru, Kawachi Maru, Prinz Ludwig.* 4th May—*Cyclops, Banca.* 7th May—*Peiho, Caledonien, Glenesk, Ping Suey, Simla, Cathay.* 11th May—*Benledi, Flintshire, Sumatra, Bedouin, Persia, Prinz Regent Luitpold, Siam.* 14th May—*Goeben, Norman Prince, Vorwaerts, Hitachi Maru, Benlawers, Tourane, Sanuki Maru.* 14th May—*Dencalion, Glenroy.* 18th May—*Perseus, Kaisow.* 21st May—*Ernest Simons, Malta, Hyson, Mishima Maru, Pak Ling, Segovia.* 25th May—*Yorck, Palma, Benvorlich.* 28th May—*Ambria, Awa Maru, Armand Behic, Glamorganshire, Kanagawa Maru, Bulow, Konang St, Orestes, Patroclus, Sikh.* 1st June—*Cyrus, Dacre Castle, Indrawadi, Glenearn, Tydeus.* 4th June—*Tranquebar, Indrashama, Prometheus, Sardinia, Slavonia, Tonkin, Carnarvonshire, Machaon, Nubia, Silesia,* (Aus.) 8th June—*Kleist, Benlarig, Yeddo.* 11th June—*Derfflinger, Jason, Tamba Maru.*

Arrivals at Home—20th April—*Yeddo, Prometheus.* 21st April—*Nore.* 23rd April—*Tamba Maru.* 27th April—*Macedonia, Bencleuch, Headley, Andalusia, Westphalia.* 30th April—*Kleist, Nera.* 4th May—*Thordis, Achilles.* 7th May—*Inaba Maru, Laertes, Palawan.* 11th May—*Dortmund, Saxonia.* 14th May—*Caledonien, Prinz Ludwig.* 19th May—*Peiho, Ping Suey.* 21st May—*Goeben, Vorwaerts, Suruga, Hitachi Maru.* 25th May—*Albenga, Flintshire, Illyria, Banca, Sumatra.* 28th May—*Perseus, Cathay, Glenroy, Ghazee, Ernest Simons.* 1st June—*Hyson.* 4th June—*Bulow, Kanagawa Maru.* 8th June—*Kaisow.* 10th June—*Palma.* 11th June—*Norman Prince, Tonkin.*

### Steamers Expected.

| *Vessels* | *From* | *Agents* | *Due* |
|---|---|---|---|
| Luetzow | Foochow | M. & Co | June 16 |
| Persia | Singapore | S., W. & Co | June 16 |
| Mishima Maru | Singapore | N. Y. K. | June 16 |
| Yeboshi Maru | Moji | N. Y. K. | June 16 |
| Hangchow | Chinkiang | B. & S. | June 16 |
| Linan | Shanghai | B. & S. | June 16 |
| Korea | Japan | P. M. Co. | June 19 |
| Armand Behic | Singapore | M. M. | June 21 |
| Sado Maru | Japan | N. Y. K. | June 21 |
| Emp. of China | Vancouver | C. P. R. Co | June 24 |
| P. Sigismund | Sydney | M. & Co | June 25 |
| Taiyuan | Sydney | B. & S. | July 14 |

## DOCK RETURNS.

### HONGKONG AND WHAMPOA DOCKS.

Chan Po .................. at Kowloon Dock.
Tenyo Maru .................. " " "
Daijin Maru .................. " " "
Tai On .................. " " "

### TAIKOO DOCKS.

Maple Leaf .................. at Quarry Bay Docks.
Taming .................. " " "
Anhui .................. " " "

### CHINA COAST METEOROLOGICAL REGISTER.

June 14th 1909, a.m.

| | | Bar. | Th. | Hu. | Wind | | Wr. |
|---|---|---|---|---|---|---|---|
| Vladivostock | 7 a.m. | 29.52 | 53 | 88 | W | 1 | o |
| Nemuro | 6 a.m. | 29.69 | — | — | E | 6 | — |
| Hakodate | " | 29.50 | — | — | E | 6 | — |
| Tokio | " | 29.39 | — | — | S | 10 | — |
| Kochi | " | 29.56 | — | — | E | 4 | — |
| Nagasaki | " | 29.64 | — | — | SW | 8 | — |
| Kagoshima | " | 29.72 | — | — | SW | 10 | — |
| Oshima | " | 29.85 | — | — | S | 4 | — |
| Naha | " | 29.85 | — | — | S | 2 | — |
| Ishigakijima | " | 29.86 | — | — | SW | 6 | — |
| Bonin Is. | " | 29.97 | — | — | S | 10 | — |
| Chefoo | 6 a.m | 29.72 | 62 | 72 | W | 1 | b |
| Weihaiwei | 9 a.m. | 29.77 | 67 | — | NW | 4 | b |
| Hankow | 6 a.m. | 29.90 | 69 | 95 | NW | 1 | o |
| Kiukiang | " | 29.81 | 70 | 100 | NE | 2 | or |
| Shanghai | 9 a.m. | 29.83 | 69 | 90 | NE | 2 | omr |
| Gutzlaff | " | 29.83 | 67 | 100 | NNE | 1 | omr |
| Sharp Peak | " | 29.79 | 83 | 96 | S | 1 | b |
| Amoy | 6 a.m. | 29.83 | 82 | 87 | — | 0 | b |
| Swatow | " | 29.82 | 80 | 66 | WSW | 1 | b |
| Taihoku | 5 a.m. | 29.85 | — | — | — | 0 | — |
| Taichu | " | 29.89 | — | — | — | 0 | — |
| Tainan | " | 29.89 | — | — | E | 2 | — |
| Koshun | " | 29.89 | — | — | — | 0 | — |
| Pescadores | " | 29.88 | — | — | SW | 4 | — |
| Canton | a.m. | — | — | — | — | — | — |
| Hongkong | 10 a.m. | 29.92 | 85 | 71 | SW | 1 | c |
| Victoria Peak | " | — | — | — | SSW | 3 | — |
| Gap Rock | " | 29.88 | — | — | SW | 3 | — |
| Macao | " | 29.91 | 85 | — | SW | 2 | c |
| Wuchow | 9 a.m | — | — | — | — | — | — |
| Hoihow | " | — | — | — | — | — | — |
| Pakhoi | " | — | — | — | — | — | — |
| Phulien | a.m. | 29.82 | 84 | — | SSE | 5 | c |
| Tourane | " | 29.81 | 78 | — | — | 0 | b |
| C. St. James | " | 29.93 | 77 | — | SW | 3 | o |
| Aparri | 6 a.m. | 29.91 | 75 | — | SW | 2 | b |
| Manila | 10 a.m. | 29.92 | 84 | 77 | NW | 1 | c |
| Legaspi | 6 a.m. | 29.90 | 81 | — | E | 2 | b |
| Bacolod | 9 a.m. | — | — | — | — | 0 | o |
| Iloilo | " | 29.93 | 81 | — | N | 1 | o |
| Cebu | " | 29.92 | 83 | — | S | 1 | o |
| Labuan | " | 29.88 | 83 | — | — | — | — |

June 15th, 1909, a.m.

| | | Bar. | Th. | Hu. | Wind | | Wr. |
|---|---|---|---|---|---|---|---|
| Vladivostock | 7 a.m. | 29.71 | 50 | 78 | S | 1 | o |
| Nemuro | 6 a.m. | 29.10 | — | — | N | 8 | — |
| Hakodate | " | 29.62 | — | — | N | 6 | — |
| Tokio | " | 29.67 | — | — | NW | 8 | — |
| Kochi | " | 29.80 | — | — | SW | 2 | — |
| Nagasaki | " | 29.80 | — | — | S | 2 | — |
| Kagoshima | " | 29.76 | — | — | — | 0 | — |
| Oshima | " | 29.81 | — | — | — | 0 | — |
| Naha | " | 29.85 | — | — | SW | 2 | — |
| Ishigakijima | " | 29.82 | — | — | S | 6 | — |
| Bonin Is. | " | 29.93 | — | — | S | 4 | — |
| Chefoo | 6 a.m | 29.76 | 68 | 74 | — | 0 | b |
| Weihaiwei | 9 a.m. | 29.68 | 75 | — | NW | 1 | o |
| Hankow | 6 a.m. | 29.92 | 67 | 84 | W | 1 | o |
| Kiukiang | " | 29.83 | 68 | 100 | W | 1 | or |
| Shanghai | 9 a.m | 29.84 | 69 | 90 | SE | 1 | om |
| Gutzlaff | " | 29.84 | 66 | 100 | E | 1 | omd |
| Sharp Peak | " | 29.80 | 80 | 95 | E | 1 | o |
| Amoy | 6 a.m. | 29.79 | 82 | 87 | SSE | 1 | b |
| Swatow | " | 29.80 | 80 | 90 | NW | 2 | b |
| Taihoku | a.m. | 29.82 | — | — | — | 0 | — |
| Taichu | " | 29.91 | — | — | — | 0 | — |
| Tainan | " | 29.87 | — | — | E | 2 | — |
| Koshun | " | 29.85 | — | — | NW | 4 | — |
| Pescadores | " | 29.85 | — | — | SW | 6 | — |
| Canton | 9 a.m | 29.82 | 86 | 81 | S | 1 | b |
| Hongkong | 10 a.m | 29.90 | 86 | 68 | SW | 2 | c |
| Victoria Peak | " | — | — | — | SSW | 3 | — |
| Gap Rock | " | 29.87 | — | — | SW | 4 | — |
| Macao | " | 29.90 | 85 | — | SW | 2 | c |
| Wuchow | 9 a.m. | — | — | — | — | — | — |
| Hoihow | " | — | — | — | — | — | — |
| Pakhoi | " | — | — | — | — | — | — |
| Phulien | 8 a.m. | 29.82 | 84 | — | SSE | 5 | c |
| Tourane | " | 29.84 | 86 | — | — | 0 | b |
| C. St. James | " | 29.89 | 79 | — | SSE | 2 | c |
| Aparri | 6 a.m | 29.89 | 75 | — | S | 2 | b |
| Manila | 10 a.m. | 29.92 | 86 | 71 | W | 1 | c |
| Legaspi | 6 a.m | 29.90 | 79 | — | — | 0 | o |
| Bacolod | 9 a.m | — | — | — | SE | 1 | o |
| Iloilo | " | 29.99 | 82 | — | NE | 1 | o |
| Cebu | " | 29.91 | 85 | — | S | 1 | c |
| Labuan | " | 29.90 | 84 | — | — | — | — |

# Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

☞ The public are informed that mails to China via Siberia are despatched from the London General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

☞ Approximate times of closing mails at Shanghai via Dalny and Siberia.

19th June ..................at 8.30 P.M.
24th " ..................at 1.00 P.M.
26th " ..................at 8.30 P.M.
30th " ..................at 8.30 P.M.
3rd July ..................at 8.30 P.M.

### A Mail will close for:—

Amoy—Per *Glenogle*, 16th June, 9 A.M.

Moji, Kobe, Yokohama and Portland, Or.—Per *Henrik Ibsen*, 16th June, 10 A.M.

Shanghai, Moji, Kobe and Yokohama—Per *Malta*, 16th June, 11 A.M.

Tsingtau and Vladivostock—Per *Ascania*, 16th June, 11 A.M.

Swatow—Per *Haimun*, 16th June, 1 P.M.

Macao—Per *Sui Tai*, 16th June, 1.15 P.M.

Manila—Per *Taming*, 16th June, 2 P.M.

Singapore, Penang and Calcutta — Per *Kutsang*, 16th June, 2 P.M.

Shanghai, Moji and Kobe—Per *Yetorofu Maru*, 16th June, 2 P.M.

Manila—Per *Indrani*, 16th June, 4 P.M.

Swatow, Amoy and Tamsui—Per *Daijin Maru*, 17th June, 9 A.M.

Macao—Per *Sui Tai*, 17th June, 1.15 P.M.

Shanghai—Per *Chinhua*, 17th June, 3 P.M.

Sandakan—Per *Mausang*, 17th June, 3 P.M.

Kuchinotzu, Kobe, Yokohama, Victoria, Tacoma, Vancouver, B.C. and Seattle—Per *Teucer*, 17th June, 3 P.M.

Samarang and Sourabaya—Per *Amara*, 17th June, 3 P.M.

Manila, Yap, Fr. Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Prinz Waldemar*, 18th June, 8 A.M.

Europe, &c., India, *via* Tuticorin—Per *Lutzow*, 18th June, 9 A.M.

Shanghai—Per *Waishing*, 18th June, 11 A.M.

Swatow, Amoy and Foochow—Per *Haiyang*, 18th June, 1 P.M.

Macao—Per *Sui Tai*, 18th June, 1.15 P.M.

Manila—Per *Yuensang*, 18th June, 3 P.M.

Shanghai, Yokohama and Kobe—Per *Persia*, 18th June, 4 P.M.

Manila—Per *Zafiro*, 19th June, 10 A.M.

Singapore, Penang and Calcutta — Per *Kumsang*, 19th June, 10 A.M.

Shanghai, Yokohama, Kobe and Moji—Per *Japan*, 19th June, 10 A.M.

Keelung, Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu and San Francisco—Per *Tenyo Maru*, 19th June, 11 A.M.

Macao—Per *Sui Tai*, 19th June, 1.15 P.M.

Shanghai—Per *Tungshing*, 19th June, 5 P.M.

SHANGHAI VIA SIBERIAN Mail to Europe—Per *Linan*, 19th June, 6 P.M.

Europe, &c., India, *via* Tuticorin—Per *Sydney*, 22nd June, 11 A.M.

Manila—Per *Tean*, 22nd June, 2 P.M.

Keelung, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Seattle, Wash.—Per *Shinano Maru*, 22nd June, 3 P.M.

Amoy, Chefoo and Newchwang—Per *Kweiyang*, 22nd June, 3 P.M.

Singapore, Penang and Colombo—Per *Sado Maru*, 22nd June, 5 P.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Empire*, 23rd June, 11 A.M.

Shanghai—Per *Yingchow*, 24th June, 3 P.M.

Manila—Per *Rubi*, 26th June, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Devanha*, 26th June, 11 A.M.

SHANGHAI VIA SIBERIAN Mail to Europe—Per *Chenan*, 26th June, 6 P.M.

Samarang and Sourabaya—Per *Shantung*, 29th June, 3 P.M.

Shanghai, Yokohama Kobe and Moji—Per *Namsang*, 3rd July, 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Taiyuan*, 19th July, 3 P.M.

## *VISITORS AT THE HOTELS.*

### HONGKONG.

Adams, P. R.
Bovet, R. A.
Bunner, Mr. and Mrs. W. C.
Chassagne, E.
Condon, H. L.
Daley, Lt. E. L.
Danby, F.
Day, E. W.
Dougherty, Comdr. J. A.
Fuller, Denman
Gell, J.
Gill, Miss E. H.
Gill, Miss V. H.
Hayes, G. V.
Hewett, Hon. Mr. E. A.
Ievers, T. P.
Innes, Capt. R.
Johnson, C. L.
Kench, O. C.
Kerridge, C. W.
Kraft, Miss
Kraft, Mr. & Mrs. W. D.
Lack, G. M.
Macdonald, D.
MacIntyre, M.
Magee, Wayland W.
Main, R. M. de F.
Manning, W.
Marriott, Dr. O.
Massey, Miss K. A.
McDonald, C.
McIntosh, G. C.
McKean, Dr. G. W.
Menagh, J. E.
Merecki, J.
Minemura, S.
Mollemann, J.
Morse, H. J.
Mulder, J. D.
Osborne, Mr. & Mrs. C. C.
Owen, M. J.
Ray, E. H.
Rosenfeld, J.
Ruprecht, L. T.
Skinn, A. J.
Smith, E. W.
Spalding, R.N., Surgeon and Mrs. A. D.
Spittles, J.
Stebbing, W. T.
Sullivan, J. R.
Symmonds, W. G.

### GRAND CARLTON.

Almer, Mr. and Mrs.
Arnold, Mr. and Mrs.
Bapty, Mrs.
Bean, Mrs. C. W.
Belfore, Mr. and Mrs. H. G.
Birkbeck, Mrs.
Bolden, S. C.
Collins, J.
Colman, Mrs.
Cowen, C.
Coyne, C.
Danby, H.
Davies, F.
Davies, L. L.
Davies, F. O.
Dale, E.
Edwards, Mrs.
Fitzgerald, Mrs.
Eskridge, J.
Futh, H.
Goulborn, V.
Gowen, R. A.
Gregory, Miss
Harriss, J. K.
Helleoc, Mrs.
Howell, Mr. and Mrs. C. H.
Hult, Mr. and Mrs.
Igo, Miss P. H.
Jenkins, C. W. H.
Kann, J. K.
Kiety, A.
Lack, S.
Larard, Dr. H. F.
Lopes, Mr.
Lyall, S.
Maneren, G.
Mayo, Mr. and Mrs. Wm. and 2 children
McKee, Mrs.
Mulder, J. D.
Mulder, J. D. S.
Muller, C.
Muller, Dr. F.
Munro, Miss
Nortcock, G. E.
Powell, A.
Quintrell, Mr.
Raey, Miss
Ramley, T. Y.
Raymond, Mr. & Mrs.
Rayner, Frank
Roland, A. J.
Romaine, Miss
Ross, W.
Schlenburg, Richard
Shan, T.
Smith, B. H.
Spence, J. W.
Stephens, Mrs.
Stoneham, F.
Storms, Chas
Sutherland, H. C.
Waddell, Mr. and Mrs. J.
West, Chas.
Westhole, W.
Thomas, Mr.
Thomas, Dr. and Mrs. R. C.
Thomasson, Frank
Travers, Dr. J. C.

### CRAIGIEBURN.

Adams, F. R. J.
Bird, C. F.
Caldwell, Mr. and Mrs. G. A.
Clothier, H. W.
Hollingsworth, Mr.
Jameson, P. S.
Ritchie, A.
Smith, Crowther
Smith, Mr. and Mrs. Grant
Smith, E. Grant
Smith, Mr. and Mrs. Morton
Wilson, G. L.

### PEAK.

Alabaster, Mr.
Aubrey, Dr.
Aucott, E. F.
Bins', Mr.
Bowen, Mr. and Mrs.
Campbell, Miss Carter
Cousland, A.
Daniel, Mr.
Darling, Col.
Davidson, E.
Dawson, Mr.
Detmers, Mr. and Mrs.
Detmers, Miss
Desses, Mrs. & child
Dutton, Mr.
Ennies, Rev. and Mrs. Dallas
Finch, Capt. and Mrs.
Galbraithe, Mr.
Gansden, G. G.
Gaster, E.
Gelsthorpe, F. I.
Gilpin, Mr. and Mrs.
Hall, Mr.
Harris, Mr.
Hazeland, F. A.
Hockaday, W. T.
Houghes, Rev.
Humphreys, W. M.
Jacks, Mr.
Joseph, Mr. and Mrs. E. S.
Kilby, Mr.
Knight, C. C.
Knott, Mrs.
Leask, Mr.
Lloyd, Mr.
Martin, R.
Monk, A. V.
Montfield, Engr.-Com. and Mrs.
Nicolaisen, Mr.
Orr, J. W.
Peel, Mr.
Perkins, T. L.
Philips, Mr. and Mrs.
Potier, Mr.
Probyn, R.A.M.C., Major
[illegible], Mr. and Mrs. H.
Sawer, Mrs.
Sayle, Mr. and Mrs.
Shenton, Mr.
Sinclair, A.
Slade, Mr.
Smith, A. Findlay
Southerland, Mr. and Mrs.
Stacpole, Lt.-Col.
Temporley, Mr.
Thompson, Lt. & Mrs.
Thornhill, Rev.
Totton, Mr.
Twiss, Capt. and Mrs.
White, Mr. and Mrs.
Wood, David

### ASTOR HOUSE.

Almazoff, M.
Baillet, M.
Barrow, Mr. & Mrs. A. L.
Beach, P. I.
Bernard, Mr.
Crawford, Albert
Dait, Mr. and Mrs. S.
Denison, R. M.
Derongier, P.
Eyre, H.
Ferry, W. V.
Fogliano, E.
Fuchs, Robert
Geddy, Chas.
Ginkel, Van
Gomes, A. J. M.
Grant, Louis
Hanbury, H. W.
Hayes, J. T.
Herrera, L. C.
Helley, D. D.
Jong, Mr. and Mrs. de
Jones, Mr. and Mrs. A. B.
Lagebue, Jules
Marcovitz, Mr.
Musso, V. F., Marquis and Marchioness S. Oriolo
Ngam, Mr. and Mrs. Yeung Sai
Pierrobon, Mr. & Mrs.
Raygondeau, Mr.
Roberts, A. E.
Robie, F. M.
Sears, W. A.
Setna, S. D.
Setton, H.
Stepney, C. H.
Thompson, Mr. & Mrs. J. R.
Trinidad, A.
Valentine, J.
Vina, Mrs. Ramona de la
Walker, F. W.
Wallace, J. D.
Wood, J. L.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

| NAME | CLASS. | TONS. | GUNS. | I.H.P. | CAPTAIN. | LAST REPORTED AT |
|---|---|---|---|---|---|---|
| Alacrity | despatch-vessel | 700 | 4 | 3,000 | Commander C. T. K. Fuller | Weihaiwei |
| Astraea | cruiser, 2nd class | 4,360 | 10 | 7,000 | Captain F. E. C. Ryan | Weihaiwei |
| Bedford | cruiser, 1st class | 9,800 | 14 | 22,000 | Captain Fitzherbert | Weihaiwei |
| Bramble | river gunboat | 710 | 6 | 900 | Lt.-Comdr Hon. R. O. B. Bridgeman | Hongkong |
| Britomart | river gunboat | 710 | 6 | 900 | Lieut.-Commander F. B. Noble | Weihaiwei |
| Cadmus | sloop | 1,070 | 6 | 1,400 | Commander H. L. P. Heard | Shanghai |
| Cherub | water tank and tug | 390 | — | 300 | Master S. West | Hongkong |
| Clio | sloop | 1,070 | 6 | 1,400 | Commander C. T. Borrett | Shanghai |
| Fame | torpedo boat destroyer | 306 | 6 | 5,700 | Lieut.-Commander Thomas | Weihaiwei |
| Flora | cruiser, 2nd class | 4,360 | 10 | 7,000 | Captain Rowland Nugent | Cruising in Pacific |
| Handy | torpedo boat destroyer | 275 | 6 | 4,000 | Lieut.-Commander G. Heathcote | Hongkong |
| Hart | torpedo boat destroyer | 275 | 6 | 4,000 | Lieut.-Commander Monroe | Weihaiwei |
| Janus | torpedo boat destroyer | 280 | 6 | 3,900 | Lieut.-Commander G. C. Heathcote | Hongkong |
| Kent | cruiser, 1st class | 9,800 | 14 | 22,000 | Captain G. C. A. Marescaux | Weihaiwei |
| King Alfred * | cruiser, 1st class | 14,100 | 18 | 30,000 | Captain Clinton Baker | Weihaiwei |
| Kinsha | river gunboat | 616 | 4 | 1,200 | Lieut.-Commander T. J. S. Lyne | Yangtse |
| Merlin | surveying ship | 1,070 | 6 | 1,400 | Captain F. C. Learmonth | Jesselton |
| Monmouth | cruiser, 1st class | 9,800 | 14 | 22,000 | Captain G. W. Smith | Weihaiwei |
| Moorhen | river gunboat | 180 | 2 | 800 | Lieut.-Commander G. C. Walcott | West River |
| Nightingale | river gunboat | 85 | 2 | 240 | Lieut.-Commander R. S. Roy | Yangtse |
| Otter | torpedo boat destroyer | 350 | 6 | 6,300 | Lieut.-Commander B. J. Guy, V.C. | Weihaiwei |
| Robin | river gunboat | 85 | 2 | 240 | Lieut.-Commander J. White | West River |
| Sandpiper | river gunboat | 85 | 2 | 240 | Lieut.-Commander H. R. Tickell | West River |
| Snipe | river gunboat | 85 | 2 | 240 | Lieut.-Commander Alan Dixon | Yangtse |
| Taku | torpedo boat destroyer | 350 | 6 | 6,500 | Gunner W. Barlow | Hongkong |
| Tamar | receiving ship | 4,650 | 6 | — | Commodore H. Lyon | Hongkong |
| Teal | river gunboat | 180 | 2 | 800 | Lieut.-Commander H. R. Godfrey | Yangtse |
| Thistle | river gunboat | 710 | 6 | 900 | Lieut.-Commander H. T. Attlay | Yangtse |
| Virago | torpedo boat destroyer | 355 | 6 | 6,300 | Commander Stevenson | Weihaiwei |
| Waterwitch | surveying ship | 620 | 4 | 450 | Lieut.-Commander H. P. Douglas | Port Swettenham |
| Whiting | torpedo boat destroyer | 360 | 6 | 5,900 | Lieut.-Commander C. A. Fremantle | Weihaiwei |
| Widgeon | river gunboat | 195 | 2 | 800 | Lieut.-Commander Jno. F. Kaux | Yangtse |
| Woodcock | river gunboat | 150 | 2 | 550 | Lieut.-Comdr. H. R. V. Cottrell-Dormer | Yangtse |
| Woodlark | river gunboat | 150 | 2 | 550 | Lieut.-Commander G. R. Livingstone | Yangtse |

* Flying Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, K.C.B., Commander-in-Chief.

## FRENCH MEN-OF-WAR ON THE CHINA STATION.

| NAME. | FLAG AND DESCRIPTION. | TONS. | GUNS. | H. P. | COMMANDING OFFICERS. | LAST REPORTED AT |
|---|---|---|---|---|---|---|
| Alger | 2nd class cruiser | 4,320 | 22 | 5,100 | Commander Fournier | Shanghai |
| Argus | river gunboat | 180 | 6 | 570 | Lieut. d'Estienne | Canton |
| Bruix | armoured cruiser | 4,800 | 16 | 8,300 | Captain Duplessis | Saigon |
| Décidée | gunboat | 630 | 10 | 900 | Lieut. de Linarès | Shanghai |
| D'Entrecasteaux † | 1st class armoured cruiser. | 8,200 | 26 | 15,500 | Capt. Thibault | Nagasaki |
| Olry | river gunboat | 170 | 6 | 500 | Lieut. de Maindreville | Upper Yangtze |
| Peiho | river gunboat | 130 | 4 | 280 | Lieut. Puech | Tongku |
| Takiang | steam-launch | — | — | — | | Upper Yangtze |
| Vigilante | river gunboat | 180 | 6 | 570 | Lieut. Biseuil | Canton |

† Flagship of Rear-Admiral Perrin, Commander-in-Chief.

| | | | | | | |
|---|---|---|---|---|---|---|
| Vipère | Gunboats. | 475 | — | — | Reserve. | Saigon |
| Lion | ... | 500 | — | — | ... | ... |
| Caronnette | ... | 170 | — | — | ... | ... |
| Bouclier | ... | 140 | — | — | ... | ... |
| Coronade | ... | 184 | — | — | ... | ... |
| Cimeterre | ... | 140 | — | — | ... | ... |
| Estoc | ... | 141 | — | — | ... | Haiphong |
| Jacquin | ... | 200 | — | — | ... | ... |
| Achéron | armoured gunboat | 1,830 | 8 | 1,700 | Lieut. Bertrand | Saigon |
| Alouette | gunboat | 506 | 7 | 400 | Commander Badin | Saigon |
| Comète | gunboat | 500 | 6 | 500 | Capt. L. Gervais | Saigon |
| Esturgeon | sub-marine | 70 | — | 60 | Lieut. Combet | Saigon |
| Fronde | destroyer | 300 | 7 | 6,300 | | Saigon |
| Henri Rivière | river gunboat | 150 | 6 | 152 | | Haiphong |
| Lynx | sub-marine | 70 | — | 60 | Lieut. Marrs | Saigon |
| Manche | surveying-ship | 1,025 | 10 | 900 | Commander Ragot de la Touche | Saigon |
| Mousquet | destroyer | 300 | 7 | 6,300 | Commander De la Roche Kerandraon | Saigon |
| Perle | sub-marine | 70 | — | 60 | Lieut. Monnier | Saigon |
| Pistolet | destroyer | 300 | 7 | 7,000 | Commander Mortenol | Hongay |
| Protée | sub-marine | 70 | — | 60 | Lieut. Morris | Saigon |
| Redoutable * | battleship, reserve | 9,330 | 37 | 6,200 | Capt. Drouet | Saigon |
| Styx | armoured gunboat | 1,810 | 8 | 1,600 | Lieut. Sarlot | Saigon |
| Takou | destroyer | 280 | 6 | 6,500 | In Reserve | Saigon |
| Vauban | torpedo-depot | — | — | — | Commander Mortenol | Hongay |
| Vétéran | torpedo-depot | — | — | — | Lieut. Bihel | Cap Saint-Jacques |

(*) Flagship of Rear-Admiral Richard-Foy.
Commanding the naval defence of Indo-China.

# SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT: RESERVE. | POSITION AS PER LAST REPORT: AT WORKING ACCOUNT | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV. | CLOSING QUOTATIONS. |
|---|---|---|---|---|---|---|---|---|
| **BANKS.** | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 120,000 | $125 | $125 | £1,500,000<br>$14,500,000<br>$250,000 | $2,006,234 | Final of £2 and bonus of 5/- for 1908 @ ex 1/8½=$36,024 | 5¼ % | $990 sales<br>London £92 |
| National Bank of China, Limited | 99,925 | £7 | £6 | £4,009<br>$150,000 | $10,223 | $2 (London 3/6) for 1903 | ... | $51 |
| **MARINE INSURANCES.** | | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | $250 | $50 | $1,560,000<br>$232,757<br>$411,990 | none | $14 for 1907 | 7¼ % | $195 sellers |
| North China Insurance Company, Limited | 10,000 | £25 | £5 | £125,000<br>Tls. 150,000<br>Tls. 303,747<br>Tls. 118,277 | Tls. 160,512 | Interim of 7/6 for 1908 | 5¼ % | Tls. 105 buyers |
| Union Insurance Society of Canton, Limited | 12,400 | $250 | $100 | $3,000,000<br>£90,000<br>$192,248<br>£105,249<br>$681,609 | $2,464,921 | Final of $17 making $47 for 1907 and interim of $30 for 1908 | 5¾ % | $845 |
| Yangtsze Insurance Association, Limited | 12,000 | $100 | $60 | $1,000,000<br>$254,415<br>$199,164 | $707,637 | $12 and bonus $3 for 1907 | 7½ % | $225 buyers |
| **FIRE INSURANCES.** | | | | | | | | |
| China Fire Insurance Company, Limited | 0,000 | $100 | $20 | $1,000,000<br>$438,663<br>213,602 | $375,341 | $6 and bonus $2 for 1907 | 7½ % | $110 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | $250 | $50 | $1,428,273 | $368,711 | $27 for 1907 | 8 % | $345 buyers |
| **SHIPPING.** | | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | $25 | $25 | $9,000 | $1,035 | $1 for 1906 | ... | $11 sellers |
| Douglas Steamship Company, Limited | 10,000 | $50 | $50 | $264,638<br>$99,007 | Nil. | 2½ for year ending 30.6.1908 | 7 % | $36 sellers |
| Hongkong, Canton & Macao Steamboat Co., Ld. | 80,000 | $15 | $15 | $450,000<br>$607,500<br>$79,428<br>$15,344 | $20,279 | Final of 1½ making $2½ for 1908 | 7½ % | $33 buyers |
| Indo-China Steam Navigation Co., Ld. (Preferred)<br>Do. do. (Deferred) | 60,000<br>60,000 | £5 | £5 | £10,000<br>£240,000 | £13,755 | 6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3.154 | 4 % | $75 sellers |
| Shanghai Tug and Lighter Company, Limited (Preference)<br>Do. | 200,000<br>100,000 | Tls. 50 | Tls. 50 | Tls. 75,000 | Tls. 14,510 | Final of Tls. 1¾ making Tls. 3½ for 1908 | 7½ %<br>7 % | Tls. 52 sellers<br>Tls. 53½ buyers |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | £1 | £1 | £720,000<br>£ 00,000 | £63,817 | Second interim of 1/- for a/c 1908 | ... | 62/6 buyers |
| "Star" Ferry Company, Limited | 10,000<br>10,000 | $10<br>$10 | $10<br>$5 | $65,000<br>$48,480 | $3,121 | $1.00<br>$0.50 for year ending 10.4. 1909 | 4 %<br>3½ % | $26<br>$15½ |
| Taku Tug and Lighter Company, Limited | 30,000 | Tls. 50 | Tls. 50 | Tls. 98,000<br>Tls. 481,479<br>Tls. 44,100<br>Tls. 81,000<br>Tls. 7,000 | Tls. 2,215 | Final of Tls. 1½ making Tls. 2½ for 1908 | 11 % | Tls. 45 sales |
| **REFINERIES.** | | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | $100 | $100 | $350,000<br>$56,848 | Dr. $5,858 | $5 for year ending 31.12.08 | 3½ % | $140 sales |
| Luzon Sugar Refining Company, Limited | 7,000 | $100 | $100 | none | Dr. $135,833 | $3 for 1897 | ... | $15 sellers |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 9,173 | Tls. 3½ for year ending 31.8.08 | ... | Tls. 275 sales |
| **MINING.** | | | | | | | | |
| Chinese Engineering and Mining Company, Ld. | 1,000,000 | £1 | £1 | £175,000<br>£12,289 | £11,556 | Interim of 1/6 (coupon No.12) for year ending 29.2.09 | 7 % | Tls. 18½ sales |
| Rand Australian Gold Mining Company, Limited | 150,000<br>50,000 | £1<br>£1 | 18/10<br>£1 | £4,873 | Dr. £2,191 | No. 12 of 1/-=48 cents | ... | $9 buyers |
| **DOCKS, WHARVES & GODOWNS.** | | | | | | | | |
| Fenwick (Geo.) & Co., Limited | 18,000 | $25 | $25 | $42,9 6 | Dr. $7,421 | $1.75 for year ending 31.12.06 | ... | $12 |
| Hongkong & Kowloon Wharf and Godown Co., Ld. | 60,000 | $50 | $50 | $1,350,000<br>$26,806<br>$40,000 | $10,102 | Final of $1½ making $3½ for 1907 | ... | $59 sellers |
| Hongkong and Whampoa Dock Company, Ld. | 50,000 | $50 | $50 | $97,191<br>$200,000 | $ 187, 78 | Final of $4 making $8 for 1908 | 11¼ % | $65½ sellers |
| Shanghai Dock and Engineering Co., Ld. | 55,700 | Tls. 100 | Tls. 100 | Tls. 1,000,000 | Tls. 33,742 | Interim of Tls. 2½ for 6 months ending 31st October, 1908 | 6 % | Tls. 84 sellers |
| Shanghai and Hongkew Wharf Company, Limited | 36,000 | Tls. 100 | Tls. 100 | Tls. 697,357<br>Tls. 50,000<br>Tls. 125,000 | Tls. 22,818 | Final of Tls. 6 making Tls. 10 for 1908 | 6 % | Tls. 161 buyers |
| **LANDS, HOTELS & BUILDINGS.** | | | | | | | | |
| Anglo-French Land Investment Co., Ld. | 25,000 | Tls. 100 | Tls. 100 | Tls. 35,000 | Tls. 4,134 | Tls. 6 for year ending 29.2.09 | 5¾ % | Tls. 104 buyers |
| Astor House Hotel Company, Limited (Shanghai) | 30,000 | $25 | $25 | $30,000 | Dr. 4,200 | $2½ for year ending 30.6.07 | ... | $10 |
| Central Stores, Limited | 50,188 | $15 | $15 | $1,000 | $14,611 | $1.20 on old and 60 cents on first new issue | ... | $ 9 buyers |
| Hongkong Hotel Company, Limited | [illegible]<br>8,000 | $50<br>$50 | $50<br>$25 | $648,975<br>$13,913 | $295 | Final of $3 making $6 for 1908 | ... | $60 s. ex n.i.<br>$38 sa. new |
| Hongkong Land Investment and Agency Co., Ld. | 50,000 | $100 | $100 | $150,000 | $26,475 | Final of $3½ making $7 for 1908 | 6½ % | $110 sellers |
| Humphreys Estate & Finance Company, Limited | 150,000 | $10 | $10 | $224,172<br>$48,261 | $5,486 | 60 cents for 1908 | 6½ % | $9½ buyers |
| Kowloon Land and Building Company, Limited | 6,000 | $50 | $50 | none | $278 | $1½ for 1908 | 5 % | $30 buyers |
| Shanghai Land Investment Company, Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 1,633,045<br>Tls. 3[illegible],000 | Tls. 142,404 | Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 908 | 6½ % | Tls. 120 |
| West Point Building Company, Limited | 12,500 | $50 | $50 | none | $1,968 | Final of $2 making $4 for 1908 | 8½ % | $46 sales |
| **COTTON MILLS.** | | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ld. | 15,000 | Tls. 50 | Tls. 50 | Tls. 150,000<br>Tls. 45,939 | Tls. 8,820 | Tls. 5 for year ended 31.10. 1908 | 4½ % | Tls. 122 sellers |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | $10 | $10 | $20,000 | $9,553 | 50 cents for year ending 31.7.08 | 6 % | $8½ sales |
| International Cotton Manufacturing Company, Ld. | 10,000 | Tls. 75 | Tls. 75 | Tls. 175,000 | Tls. 8,372 | Tls. 6 for year ending 30.9.06 (8%) | ... | Tls. 86 |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ld. | 8,000 | Tls. 100 | Tls. 100 | none | Tls. 4,829 | Tls. 4 for 1908 | ... | Tls. 108 |
| Sey Chee Cotton Spinning Company, Limited | 2,000 | Tls. 500 | Tls. 500 | Tls 31,172 | Tls. 15,911 | Tls 50 for 1906 | ... | Tls. 375 |
| **MISCELLANEOUS.** | | | | | | | | |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | £2,500 | £648 | 1/10½ per share for 1907=1.037 | 10 % | $10½ |
| China-Borneo Company, Limited | 60,000 | $12 | $12 | $40,000 | Nil. | $1.20 or 1908 | 8½ % | $13½ buyers |
| China Light and Power Company, Limited<br>Do. Do. special shares | 50,000<br>*50,000 | $10<br>$1 | $10<br>$1 | none | $51,138 | 50 cents for year ended 28.2.06 | ... | $6½ buyers |
| China Provident Loan & Mortgage Company, Ld. | 125,000 | $10 | $10 | $102,000 | $3,407 | 80 cents for 1208 | 8½ % | $9½ buyers |
| Dairy Farm Company, Limited | 40,000 | $7½ | $6 | $10,000<br>$8,000 | $48 | $1.30 for year ending 31 7.08 | 7½ % | $16½ buyers |
| Green Island Cement Company, Limited | 400,000 | $10 | $10 | $13,000 | $3,750 | Final of 50 cents making 90 cents for 1908 | 10½ % | $9 buyers |
| H. Price & Company, Limited | 12,000 | $10 | $10 | $5,000 | $251 | 75 cents for 9 months ending 31.12 07 | 8 % | $12 |
| Hall & Holts, Limited | 21,000 | $20 | $20 | $186,000 | $8,957 | $2 for year ending 29.2.09 | 9½ % | $21 buyers |
| Hongkong Electric Company, Limited | 60,000 | $10 | $10 | none | $5,195 | $1 and bonus 20 cts. for year ending 29.2.09 | 6½ % | $19½ buyers |
| Hongkong Ice Company, Limited | 5,000 | $25 | $25 | $150,000 | $7,616 | Final of $15 per share making $19 for 1908 | 12½ % | $155 sellers |
| Hongkong Rope Manufacturing Company, Ld. | 60,000 | $10 | $10 | $20,000 | $8,790 | Final of $1 per share making $2 for 1908 | 8½ % | $15 sales |
| Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited | 25,000 | Gs. 100 | Gs. 100 | Tls. 547,500<br>Tls. 65,914 | Tls. 316,682 | 1st Quarterly div. of Tls. 12½ for account 1909 | 4 % | Tls. 1,110 b. |
| Peak Tramways Company, Limited | 25,000 | $10 | $10 | $20,000 | $2,204 | 80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.09 | 6 %<br>3 % | $13½ buyers<br>$1½ |
| Peak Tramways Company (new) | 50,000 | $10 | $1 | | | | | $8 |
| Philippine Company, Limited | 75,000 | $10 | $10 | none | Ps. 18,640 | None | ... | |
| Shanghai Gas Company, Limited | 24,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 6,603 | Final of Tls. 4 making Tls. 7½ for 1907 | 6½ % | Tls. 113 sales |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Tls. 20 | Tls. 20 | Tls. 24,820<br>Tls. 75,000 | Tls. 5,250 | Final Tls. 5 making Tls. 8 for 1908 | 4½ % | Tls. 171 buyers |
| Shanghai Waterworks Company, Limited | 16,350 | £20 | £20 | Tls. 220,000 | Tls. 23,038 | Final of 3/- making 46/- for 1908 | ... | Tls. 415 buyers |
| South China Morning Post, Limited | 6,000 | $25 | $25 | none | Dr. $56,602 | None | ... | $24 |
| Steam Laundry Company, Limited | 20,000 | $ 5 | $ 5 | none | $136 | 40 cents for year ending 31.5.08 | 8 % | $5 sales |
| Tientsin Waterworks Company, Limited | 2,000 | Tls. 100 | Tls. 100 | Tls. 15,295 | Tls. 201 | Tls. 6½ for year ending 30.4.07 | ... | Tls. 94 buyers |
| Union Waterboat Company, Limited | 50,000 | $10 | $10 | Tls. 4,000 | $172 | 60 cents for year ending 31.12.08 | 5 % | $11 sales |
| United Asbestos Oriental Agency, Limited | 10,000 | $10 | $4 | $35,000 | $1,360 | 80 cents on 9,900 ord shares and $19.80 on 100 Founders shares for yr. end. 31.5.07 | 6½ % | $13 sales |
| Watson, (A. S.) & Co., Limited | 00,000 | $10 | $10 | $300,000<br>$25,000 | $2,613 | Final of 30 cents for 1908 | 6½ % | $8½ |
| William Powell, Limited | 15,000 | $7 | $7 | none | $3.95 | Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 | ... | $4 sales |

* These shares are entitled to half of the profits.

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